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Pointe Anaheim

INITIAL STUDY and
MITIGATED NEGATIVE DECLARATION



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CITY OF ANAHEIM, CALIFORNIA

Planning Department

January 21, 1999

To: AGENCIES AND INDIVIDUALS REVIEWING THE INITIAL STUDY AND
PROPOSED MITIGATED NEGATIVE DECLARATION FOR THE
POINTE*ANAHEIM LIFESTYLE RETAIL AND ENTERTAINMENT
CENTER PROJECT

The above-noted documentation is being circulated for a 30-day public review.
All interested parties are invited to review and submit written comments to:

Ms. Mary R. McCloskey, Deputy Planning Director
City of Anaheim Planning Department
200 South Anaheim Boulevard
Anaheim, California 92805

The public review period for this document will close on February 22, 1999.

Sincerely,

Mary R. McCloskey
Deputy Planning Director

99 00255

**INITIAL STUDY and
MITIGATED NEGATIVE DECLARATION
POINTE*ANAHEIM**

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UNIVERSITY OF CALIFORNIA

Prepared for:

**City of Anaheim
200 South Anaheim Boulevard
Anaheim, California 92805**

Prepared by:

**BonTerra Consulting
151 Kalmus Drive, Suite E-200
Costa Mesa, California 92626**

Contact:

Joan Patronite Kelly, AICP

January 19, 1999

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The purpose of this Initial Study is to describe the proposed Pointe*Anaheim Project and provide an evaluation of potential environmental effects associated with the project's construction and use. The Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA), as amended (Public Resources Code §21000 et seq.), and in accordance with the State CEQA Guidelines (California Code of Regulations §15000 et seq.).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Anaheim is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City of Anaheim, as the Lead Agency, has the authority for project approval and certification/approval of the accompanying environmental documentation.

The City of Anaheim Initial Study Checklist has been completed for the project and is included in Appendix A of this document. The development of the project site was addressed in The Disneyland Resort Specific Plan EIR No. 311 as the Parking District/C-R Overlay and District A, as described in The Disneyland Resort Specific Plan (SP92-1). EIR No. 311, certified by the City of Anaheim in June 1993, analyzed the environmental effects resulting from development of The Disneyland Resort Specific Plan and, included measures to mitigate the significant environmental impacts associated with that development. An addendum to EIR No. 311 was adopted by the City in October 1996. The addendum addressed revisions to the phasing plan for the Disneyland Resort Specific Plan, placing construction of the East Parking Structure in the timeframe of "undetermined". EIR No. 311 is incorporated herein in its entirety by this reference.

Section 3.1 of this document, Project Background, provides a discussion of the approved Specific Plans in the area, other plans pertaining to the area, and current entitlements in the project site vicinity (what is currently approved to be built). For purposes of this Initial Study, EIR No. 311 provides the environmental documentation for development of the project site in accordance with The Disneyland Resort Specific Plan. In conjunction with the certification of EIR No. 311, the City of Anaheim approved Modified Mitigation Monitoring Program No. 0067 (MMP), which is applicable to the development of the project, Pointe*Anaheim.

The Initial Study has been prepared to determine whether the proposed project, including the proposed General Plan Amendment, Specific Plan Amendment, Conditional Use Permit with waiver of parking requirements and minimum distance between driveway requirements, Disposition and Development Agreement, a Development Agreement, and a Financial Agreement between the City of Anaheim and the developer, and other related actions (these actions are described in Section 3.4 "Discretionary Approvals") would result in any significant environmental impacts, would require new mitigation measures, or would need additional environmental documentation.

1.2 SUMMARY OF FINDINGS

The approach to the analysis presented in Section 4 of this Initial Study varied depending on the issue under consideration. For a number of topical issues, the City of Anaheim determined that updated technical studies were required to assess potential impacts of the Pointe*Anaheim project. These technical studies were required to update information presented in EIR No. 311 for The Disneyland Resort Specific Plan. Additionally, the technical studies assessed the impacts of the project resulting from the increase in density compared to current entitlements. The topical issues for which new technical studies have been completed are listed below. The technical

reports are included in Appendices B to I to this document. The conclusion was made that the Pointe*Anaheim project would not result in significant environmental impacts after implementation of identified mitigation measures in the following areas:

- Transportation and Circulation
- Air Quality
- Noise
- Hazardous Materials
- Water Consumption
- Electric Demand
- Wastewater/Sewer Generation

For the remaining topical issues, the impact conclusions generally fell into two categories: (1) the project impacts would be the same as those previously identified in EIR No. 311 for The Disneyland Resort Specific Plan, or (2) the impacts would be different; however, the level of significance would not be greater than identified and addressed in EIR No. 311. For each topical issue, impacts were determined to be not significant or would be reduced to a level considered less than significant with implementation of identified mitigation measures. Impacts which are not significant are noted with an asterisk. Impacts which were determined to be the same as those identified in EIR No. 311, include:

- Earth Resources - Soils and Seismicity
- Groundwater and Surface Hydrology*
- Cultural Resources
- Parks*
- Storm Drains*
- Natural Gas*
- Telephone*
- Television

Those topical issues for which the environmental conditions have changed or the impacts were determined to be different than analyzed in EIR No. 311 due to the change in land use and/or increase in density are listed below. While new information or updated analyses are provided, the resulting impact was determined not to be greater than previously identified in EIR No. 311 for each of the following areas:

- Land Use-Related Plans and Policies
- Land Use Compatibility
- Employment, Population and Housing
- Visual Resources and Aesthetics
- Energy
- Fire
- Police
- Solid Waste
- Schools

It should also be noted that, consistent with EIR No. 311, the City of Anaheim determined that the following typical issues would not cause any significant environmental effects and no further review is necessary:

- Natural or fabricated features in the project area that are rare or unique
- Prominent or specimen trees (as defined in the Anaheim Municipal Code, Section 18.84, Tree Preservation)

- Rare, threatened, or endangered plants in the project area
- Habitat, food source, nesting place, source of water, migratory path, or other resource for any rare, threatened, or endangered wildlife or fish species

According to the CEQA Guidelines, it is appropriate to prepare a mitigated negative declaration (MND) for the proposed project because, after incorporation of the recommended mitigation measures, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.

1.3 PROJECT APPROVAL

This Initial Study and proposed MND have been submitted to appropriate regional and local agencies and to other potentially affected agencies and individuals. Notices of availability of the Initial Study and MND for review and comment have been processed. Supporting environmental documentation is available at the City of Anaheim Planning Department for review. The documents available include:

The Anaheim Resort Specific Plan (SP92-2), adopted September, 1994.

The Disneyland Resort Specific Plan (SP92-1), adopted June, 1993; Amendment No. 1, adopted April, 1994; Amendment No. 2, adopted June, 1995; Amendment No. 3, adopted October, 1996; Specific Plan Adjustment, adopted September, 1997.

The Disneyland Resort Draft Environmental Impact Report No. 311, Volume I through VI (E), certified June, 1993; Addendum to previously-certified EIR No. 311, adopted October, 1996.

The Anaheim Resort Specific Plan Draft Environmental Impact Report No. 313, with Addendum, Volume I through III, certified August, 1994.

Mitigation Monitoring Program No. 0067 as Modified on October 8, 1996 for The Disneyland Resort Specific Plan.

Hotel Circle Specific Plan (SP93-01), adopted August, 1994.

Hotel Circle Specific Plan-Mitigated Negative Declaration, approved August, 1994.

The Anaheim Resort Public Realm Landscape Program, adopted September, 1994; Amendment No. 1, adopted October, 1996.

The Anaheim Resort Identity Program, adopted September, 1994.

A 30-day public review period has been established for the Initial Study and proposed MND. This review period has been established in accordance with §15073 of the CEQA guidelines. In reviewing the Initial Study and MND, affected public agencies and the interested public should focus on the adequacy of the document in identifying and analyzing the potential impacts of the proposed project on the environment and ways in which the potentially significant effects are proposed to be avoided or mitigated. Comments on the Initial Study and the environmental analysis contained herein may be sent to the following:

Ms. Mary McCloskey
City of Anaheim Planning Department
200 South Anaheim Boulevard
Anaheim, California 92805

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City of Anaheim will determine whether any substantial new environmental issues have been raised. If so, further documentation, such as an environmental impact report (EIR) or an expanded Initial Study, may be required. If not, the project will be scheduled for City of Anaheim Planning Commission review.

1.4 ORGANIZATION OF THE INITIAL STUDY

The Initial Study is organized into the following sections:

- **Section 1 - Introduction.** This section provides an overview of the planning context and conclusions of the Initial Study.
- **Section 2 - Project Location and Environmental Setting.** This section provides a brief description of the project location and describes the existing environmental setting of the project site and vicinity.
- **Section 3 - Project Description.** This section provides a detailed description of the proposed project, background information, physical and operational characteristics of the project and necessary discretionary approvals.
- **Section 4 - Environmental Evaluation.** This section contains an analysis of project-specific and cumulative environmental impacts identified in the environmental checklist and identifies mitigation measures that have been recommended to eliminate any potentially significant effects or reduce them to a level that is considered less than significant. The mandatory findings of significance are included in the City of Anaheim CEQA checklist which is included in Appendix A.
- **Section 5 - Report Preparers.** This section lists the authors, including staff from the City of Anaheim, who assisted in the preparation and review of the Initial Study.
- **Section 6 - References.** This section identifies references used in preparation of the Initial Study.

SECTION 2 - PROJECT LOCATION AND ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Pointe*Anaheim project is proposed in the City of Anaheim in central Orange County. A map of the region depicting the general project location is included as Exhibit 2-1, Regional Location Map. The project site is generally located on the north side of Katella Avenue, the south side of Disney Way (previously Freedman Way), the west side of Freedman Way (previously Clementine Street), and the east side of Harbor Boulevard. A map depicting the location of the project is shown in Exhibit 2-2, Vicinity Map.

2.2 ENVIRONMENTAL SETTING

The project site is located within an area of the City designated for Commercial Recreation land uses in the City of Anaheim General Plan. The project site is within The Disneyland Resort Specific Plan Zone. The proposed project site is just east of the Disneyland Theme Park on Harbor Boulevard. The Pointe*Anaheim project is depicted on Exhibit 2-3, Planning Boundaries, along with the overall boundaries of the Anaheim Resort area and The Disneyland Resort Specific Plan Area, including District A and the Parking District/C-R Overlay.

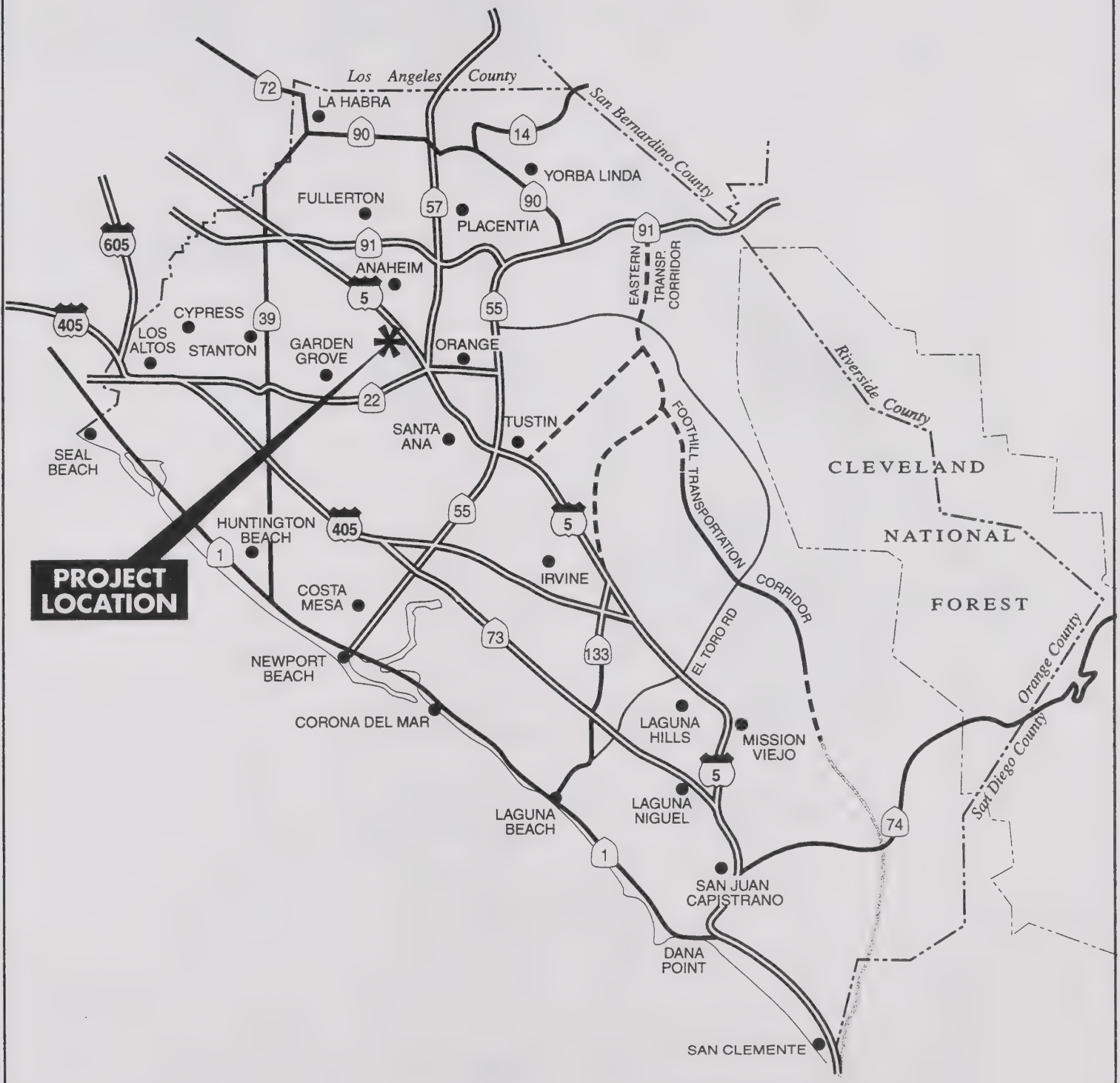
The Pointe*Anaheim project site is comprised of two districts that were established as a part of The Disneyland Resort Specific Plan (SP92-1). As shown in Exhibit 2-3, Planning Boundaries, District A is located in the northwestern portion of the project site and the Parking District, East Parking Area/CR Overlay (hereinafter referred to as "Parking District/C-R Overlay") is located in the eastern and southern portions of the Pointe*Anaheim site, as well as north of Disney Way, outside of the project area. Both of these districts can be developed with a permitted density of up to 75 hotel rooms per gross acre. The basic difference between these two districts is that parking structure development is allowed as a permitted primary use in the Parking District and as a conditionally permitted use in District A.

The project site and surrounding areas are flat and covered primarily with impervious surfaces from buildings and parking areas. There are a few small vacant parcels within the project area. There are no natural features onsite (biological resources, agricultural, natural topography, etc.). The project area is urbanized and most uses have been in existence for over 20 years.

The Pointe*Anaheim project site encompasses approximately 29.1 acres¹. Existing uses in the northern portion of the property, south of Disney Way, include religious and hotel uses. In the southern portion of the project site, north of Katella Avenue, there are several vacant parcels, a small retail center, a restaurant, and a motel. Along the west side of Freedman Way there are several small industrial buildings and the new Anaheim Fire Station Number 3. The area surrounding the project site is developed with a variety of uses including retail stores, restaurants, motels, other commercial and industrial uses, and several parking lots used for Disneyland guest and cast parking.

The Anaheim Resort area is currently undergoing a variety of infrastructure improvements, including the undergrounding of overhead utilities, freeway improvements and widening, the widening of roadways, and the introduction of new signage, streetscape and landscape treatments with a coordinated appearance.

¹ The 29.1 acres includes an approximate 1-acre site which may not be included in the proposed project if the property is not acquired from the property owner. For purposes of calculating the allowable project density, a project site encompassing approximately 28 acres was assumed, as described in Section 3.1, Project Description.



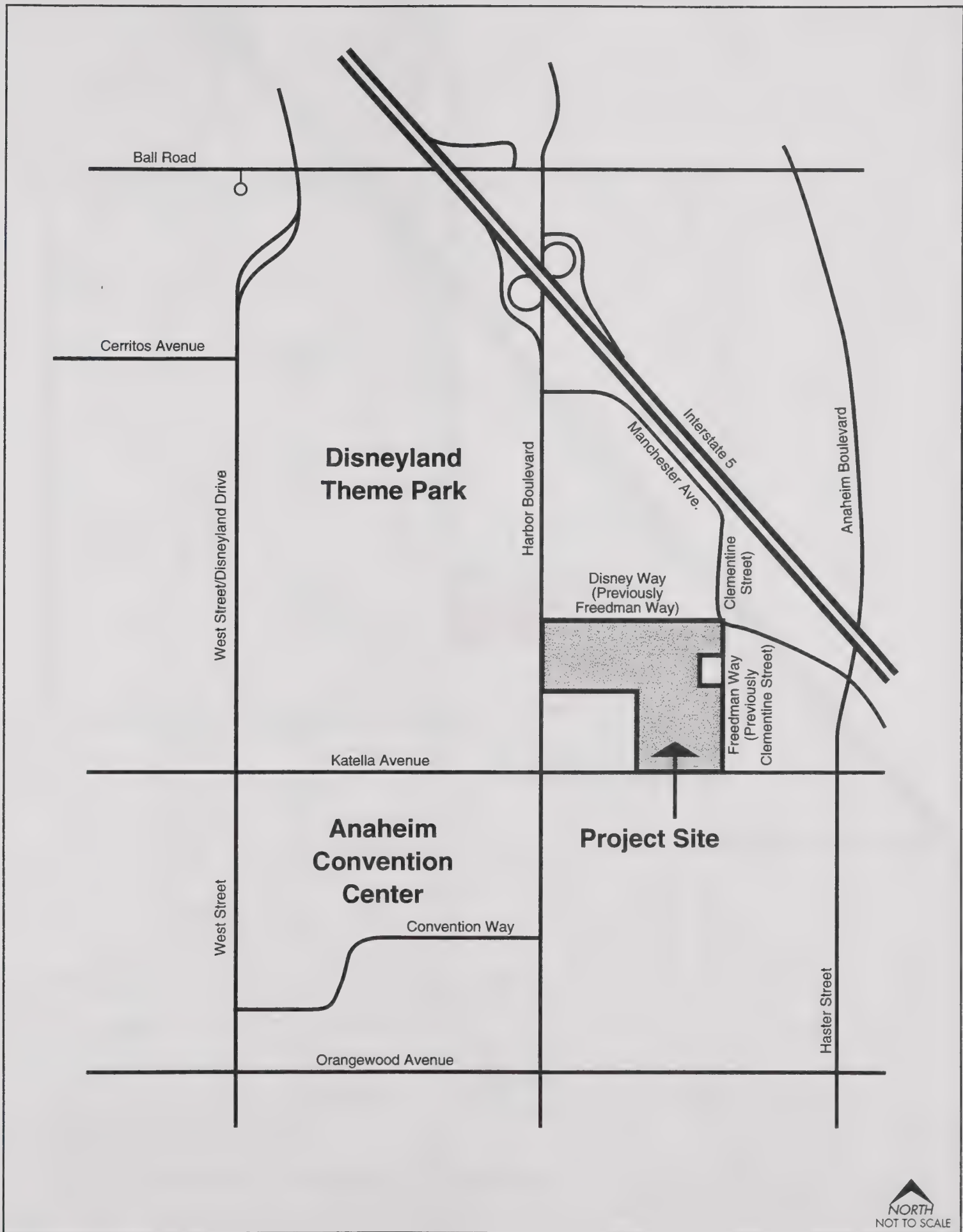
Regional Location Map

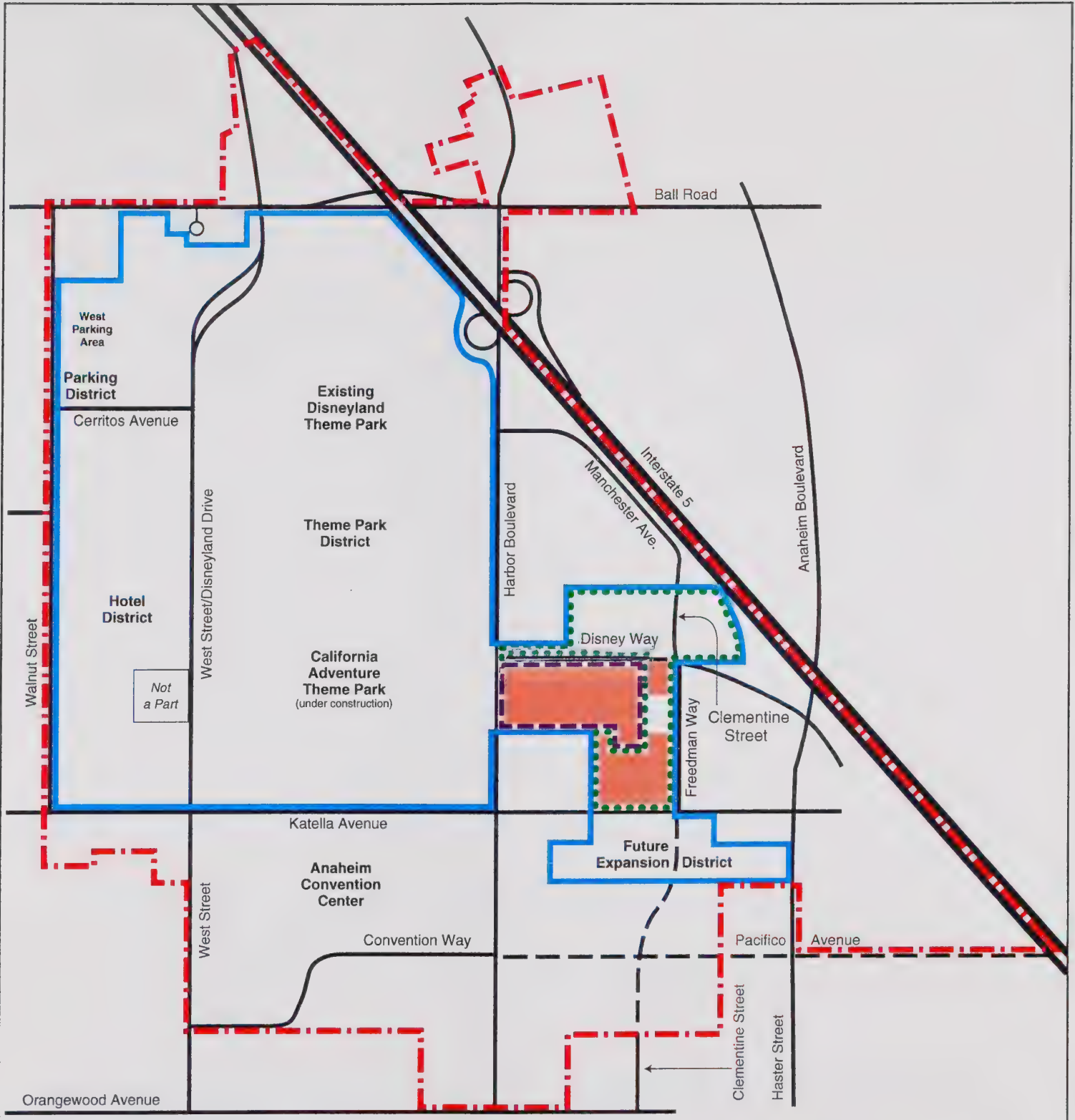
Pointe Anaheim

EXHIBIT

2-1

Bonterra CONSULTING





LEGEND

- | | | | |
|--|--|--|------------------------------|
| | Disneyland Resort Specific Plan Area | | District A |
| | Anaheim Resort Area Boundary | | Parking District/C-R Overlay |
| | Pointe Anaheim Boundary | | |
| | Designated for Future Extension in Existing General Plan Circulation Element | | |

NORTH
NOT TO SCALE

Planning Boundaries

Pointe Anaheim

EXHIBIT **2-3**

Bonterra CONSULTING

SECTION 3.0 - PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

As previously mentioned in Section 2.2, Environmental Setting, the project site is within the Parking District/C-R Overlay and District A areas of The Disneyland Resort Specific Plan (SP92-1). The Parking District/C-R Overlay and District A include properties within The Disneyland Resort Specific Plan Area, which are outside the ownership or control of The Walt Disney World Company. Specifically, the project site is within the area identified as the Parking District, East Parking Area and District A. The difference between the two is that parking facilities are permitted as a primary use in the Parking District, and as a conditionally permitted use in District A. The Parking District, East Parking Area, as set forth in SP92-1 and described in EIR No. 311, includes the project site as well as property north of Disney Way. The EIR evaluated various parking facility options for the East Parking Area, assuming that the parking facility would encompass a portion of the District with the remainder of the District accommodating existing uses, or to be developed in accordance with the C-R Overlay Zone. The Pointe*Anaheim project is subject to the provisions of The Disneyland Resort Specific Plan, which are set forth in Chapter 18.78 of the Anaheim Municipal Code and The Disneyland Resort Specific Plan as amended by the proposed amendments associated with the Pointe*Anaheim Project, as outlined in this section.

Hotels and restaurants are permitted primary uses in the Parking District/C-R Overlay and District A. Other visitor-serving uses are also permitted subject to the approval of a Conditional Use Permit, as referenced in SP92-1, Sections 18.78.095.050 and 18.78.100.050. Refer to Section 4.1, Land Use-Related Plans and Policies, for more detail.

Pursuant to the provisions of SP92-1, District A, and the Parking District/C-R Overlay, the project site is permitted a maximum density of up to 75 hotel/motel rooms per acre or alternate uses which the City Traffic and Transportation Manager determines to have the traffic equivalency of 75 hotel/motel rooms per acre. Parcels previously developed with hotel/motel rooms greater than the maximum allowed density on the date that SP92-1 was adopted in June 1993, may be rebuilt or modified at their existing density. Assuming a 28.4-acre site for calculating the project density, up to 2,130 hotel rooms are permitted on the project site, $(28.4 \text{ acres} \times 75 \text{ rooms/acre} = 2,130)^2$. Other visitor-serving uses which generate the amount of traffic associated with 2,130 hotel rooms, or less, and comply with the requirements established by SP92-1, would be an equivalent density to the 2,130 hotel rooms and would be permitted subject to the approval of a Conditional Use Permit.

The Pointe*Anaheim project has been determined to have a traffic generation density equivalency that is greater than the allowed density of 75 rooms per acre; therefore, a General Plan Amendment and Specific Plan Amendment must be approved in conjunction with the project to increase the maximum allowable density. This Initial Study is required to evaluate the environmental impacts associated with the proposed project actions.

² While the project site encompasses 29.1 acres, 28.4 acres is used in the allowable density calculation (75 hotel rooms per gross acre), because a 0.7-acre parcel within the project site may not be acquired and could be removed from the project. If the parcel remains within the project limits, the development of the site would remain at the density proposed.

3.2 PHYSICAL CHARACTERISTICS

The project site is 29.1± acres, is irregularly-shaped, and is anticipated to connect Harbor Boulevard to Katella Avenue via pedestrian flow through the project. The conceptual site plan for the project is shown on Exhibits 3-1 through 3-4, including the proposed uses at each level of the project development. Development would be concentrated on the first three levels (ground level, level 1 and level 2) with a Family Entertainment Center above the parking structure, and typical hotel room floors extending higher.

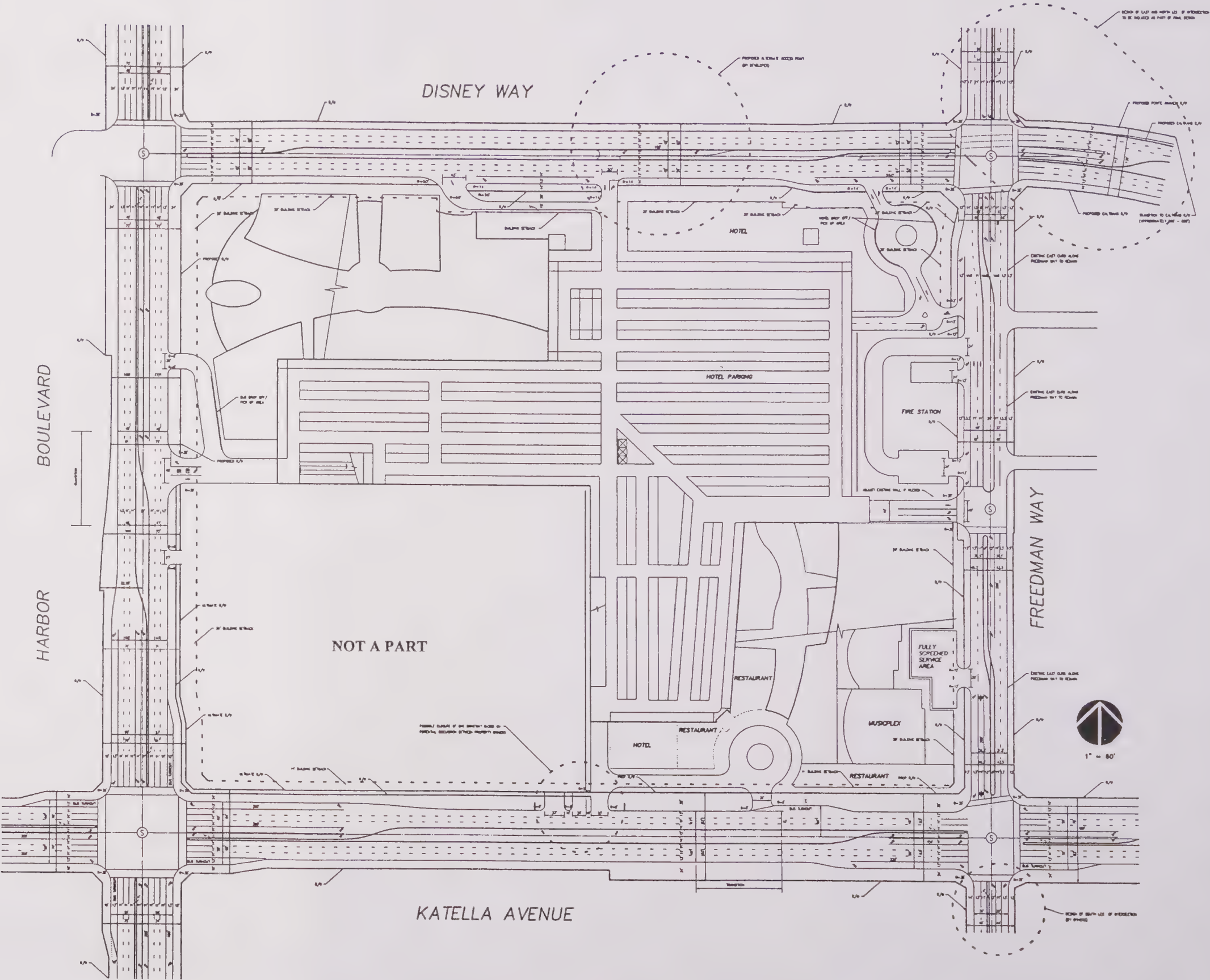
The project being evaluated in this document is described in detail in this section and includes the maximum anticipated square footage for each on-site land use. However, as individual business enterprises become a part of the project (either through leasing or sale of space in the project or through air rights leases for specific components), minor changes may be made to accommodate the individual needs of such business ventures. As an example, the site plan presently incorporates a total of three hotels containing 1,050 hotel rooms in the aggregate, but this same number of hotel rooms may eventually be developed in two buildings, rather than three individual hotel properties. It is noted that if the development differs from what is proposed and addressed in this IS/MND, an environmental evaluation will take place to determine whether or not the revised project will cause any significant impacts. If so, additional environmental documentation will be required. In addition, all changes would be reviewed by the City to determine whether the change is in substantial conformance with the Conditional Use Permit or whether a modification to the Conditional Use Permit would be needed.

The project involves a fully-integrated, mixed-use development consisting of the following: 565,000 gross square feet of restaurant/dining/entertainment uses (RDE); two to three hotels comprising a maximum of 1,050 hotel rooms/suites with 86,985 square feet of accessory uses; a multiplex theater including either 4,600 seats for live performances or 4,757 seats for movies; a parking structure with approximately 4,428 automobile and 25 bus parking spaces; a family entertainment center of approximately 141,200 square feet on the top floor of the parking structure; and a bus terminal/facility for airport transport and to/from sightseeing venues. Table 3-1 provides a summary of the proposed land uses included in the project.

Pointe*Anaheim will have integrated management, a festive theme orientation, and plaza/pedestrian oriented amenities. In addition to the hotels and rooftop family entertainment center, the following uses are representative of the types of businesses that are expected to be developed as a part of the Pointe*Anaheim project: art galleries, banking facilities, children's apparel and accessories, entertainment facilities (nightclubs, game/amusement arcades, etc.), jewelry sales, men's and women's apparel, museums, restaurants, shoes and accessories, shopping services, specialty merchandise and gifts, specialty toys, theaters (either for live performances or movies), transportation/travel services, and various other amusement/theme-type attractions. Architectural devices (defined as a building, structure, sculpture or other architectural element of, or having the nature of, an icon, which is a known, nationally-recognized image or object, including, but not limited to, trademarked objects, logos, or other images and figures associated with nationally-recognized corporate identities) may be a part of the Pointe*Anaheim Overlay, pursuant to a Conditional Use Permit.

As previously noted, the majority of the project would be concentrated on three levels of development. The ground level site plan is presented in Exhibit 3-1, Ground Level Site Plan. This level is at street level at the outer perimeter and descends to approximately three feet below grade at the center of the project. The Ground Level would consist primarily of hotel ground floors and parking, and accessory and service uses supporting the restaurants and retail stores, including truck loading areas. Level 1 also starts at street grade at the outer perimeter of the project, beginning at the same point as the Ground Level. Level 1 is built on an ascending incline over the

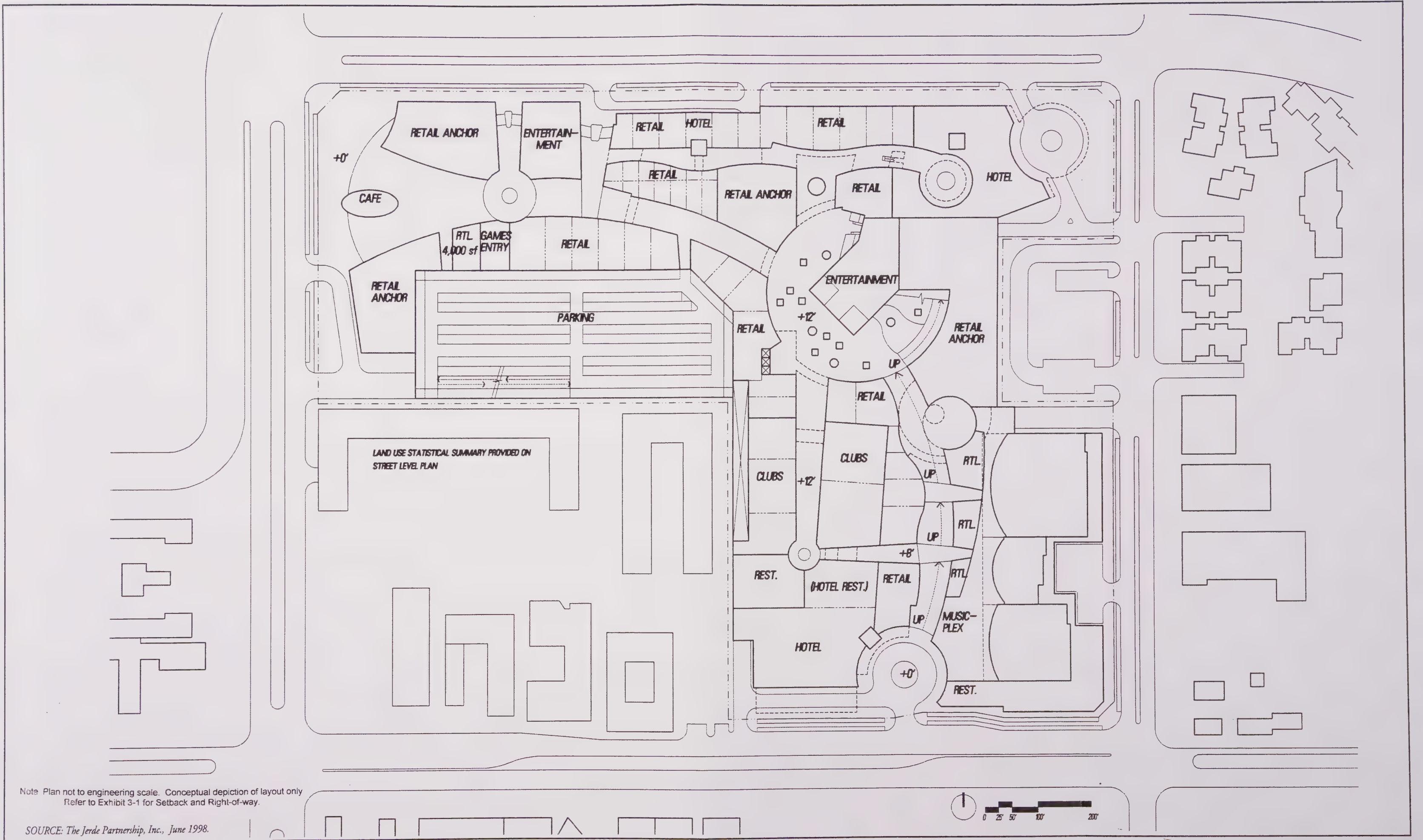
LAND USE	AREA (SQUARE FOOTAGE)	ROOMS/SEAT/CARS
HOTEL AND THEATER		
HOTEL	923,800	1,050 ROOMS
LIVE THEATER	85,000	4,600 SEATS
RETAIL/DINING/ENTERTAINMENT		
SPECIALTY RETAIL	335,000	N/A
RESTAURANTS	140,000	5,600 SEATS
ENTERTAINMENT	90,000	7,200 SEATS
SUB-TOTAL R/D/E	565,000	N/A
PARKING		
PARKING STRUCTURE	1,492,000	4,428 CARS/25 BUSES
ROOF-TOP FAMILY CENTER	141,200	N/A



SOURCE: The Jerde Partnership, Inc., June 1998.

Ground Level Site Plan

Pointe Anaheim

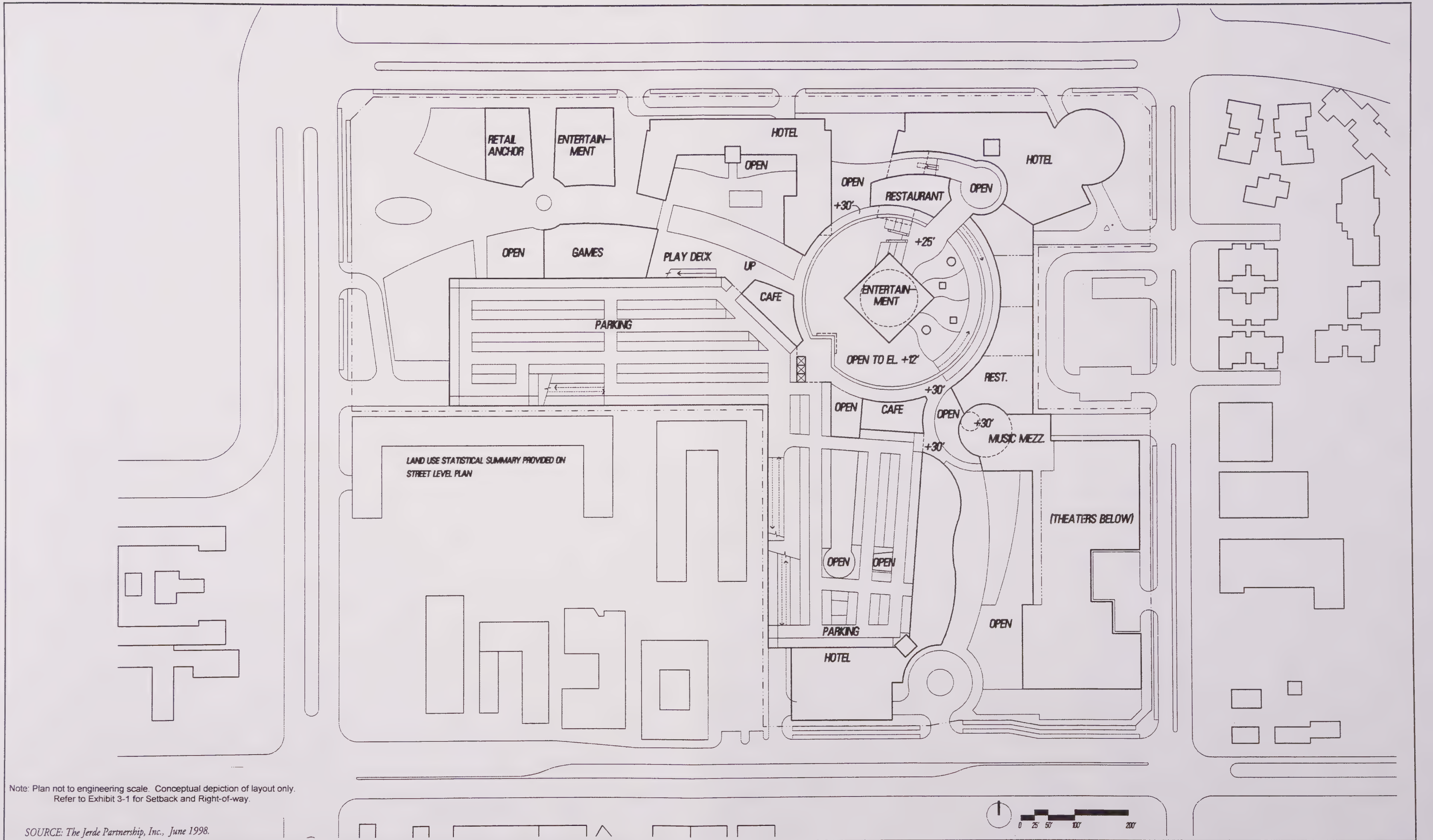


Note: Plan not to engineering scale. Conceptual depiction of layout only.
 Refer to Exhibit 3-1 for Setback and Right-of-way.

SOURCE: The Jerde Partnership, Inc., June 1998.

Level 1 Site Plan

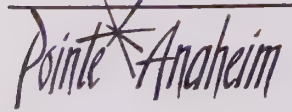
Pointe Anaheim

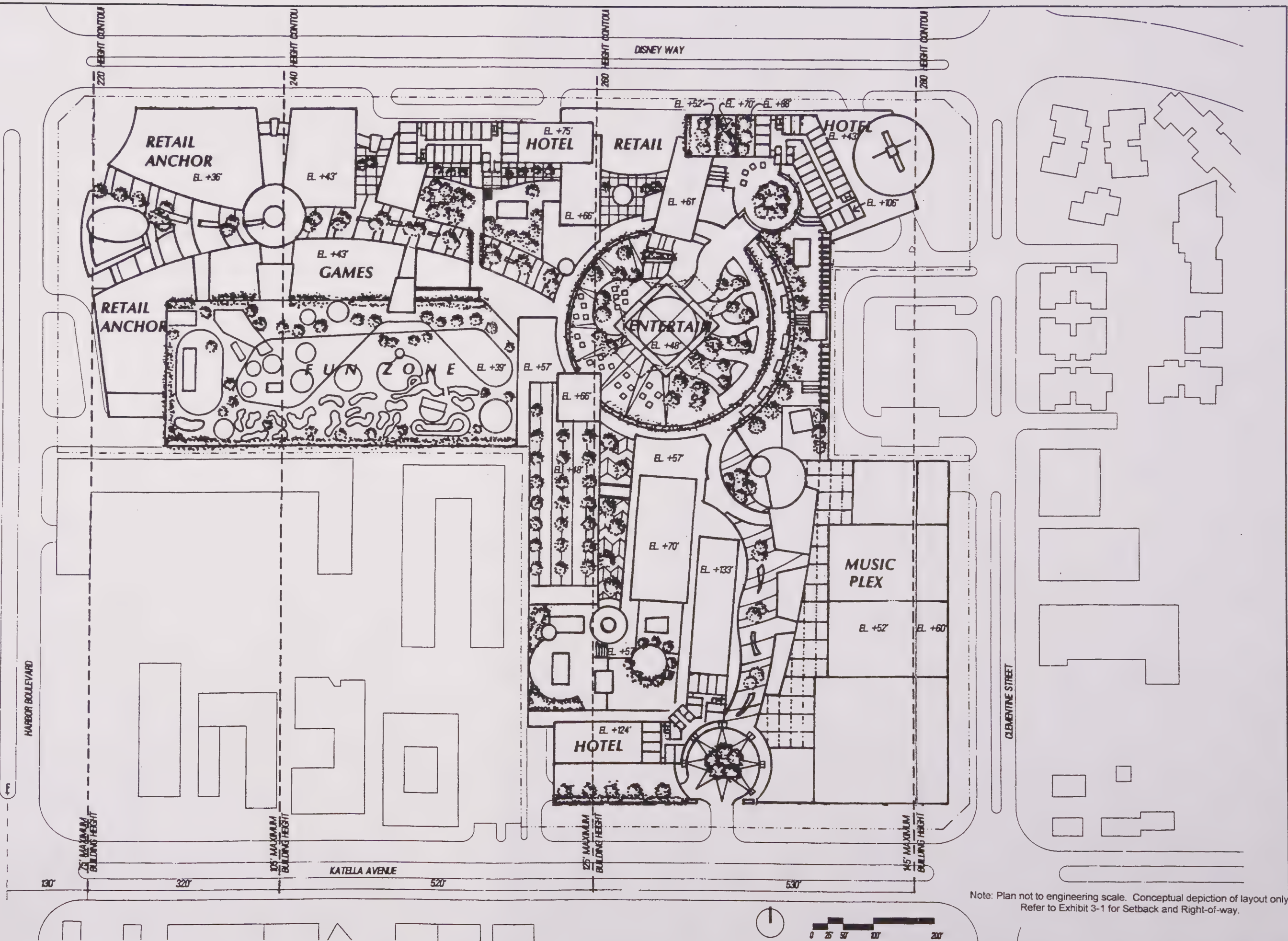


Note: Plan not to engineering scale. Conceptual depiction of layout only.
Refer to Exhibit 3-1 for Setback and Right-of-way.

SOURCE: The Jerde Partnership, Inc., June 1998.

Level 2 Site Plan





Note: Plan not to engineering scale. Conceptual depiction of layout only. Refer to Exhibit 3-1 for Setback and Right-of-way.

SOURCE: The Jerde Partnership, Inc., June 1998.

**TABLE 3-1
SUMMARY OF LAND USES**

Land Use	Maximum Area (Square footage)	Maximum Number of Rooms/Seats/Parking Spaces
HOTEL AND THEATER		
Hotel (2 to 3)		1,050 rooms
Hotel Rooms	836,815	
Restaurant/Lounges	18,185	
Banquet Meeting Rooms	68,000	
Retail	800	
Subtotal Hotels	923,800 ^a	
Live Theater		
<i>Theater A</i>		2,350 seats
<i>Theater B</i>		1,500 seats
<i>Theater C</i>		750 seats
Subtotal Theaters	85,000 ^b	4,600 seats
RETAIL/DINING/ENTERTAINMENT (RDE)		
Specialty Retail	335,000	NA
Dining	140,000	5,600 seats
Entertainment		
<i>Night Club</i>	40,000	1,600
<i>Games/Video Arcade</i>	25,000	NA
<i>Museum</i>	25,000	NA
Subtotal Entertainment	90,000	1,600 seats
Subtotal RDE	565,000	7,200 seats
PARKING		
Parking Structure	1,492,000	4,428 automobile spaces/25 bus spaces
Roof Top Family Entertainment Center	141,200	NA
Bus Terminal/Facility	21,600	
a Approximate square footage. The analysis presented in the document is based on number of hotel rooms and 86,985 square feet of accessory uses. b The actual square footage of the live theater may vary, based on lobby, stage, and backstage area. The analysis presented in this document is based on the number of seats; therefore, a change in the square footage would not change the results of the analysis presented with the exception of electrical use. With a larger theater, a test for additional electrical usage would be required to determine if a significant impact to electrical capacity would occur. If so, additional mitigation would be required. As an alternative, the theater uses could consist of a 24-screen movie theater (including approximately 4,757 seats). c The number of cars able to be parked within this structure may be increased up to approximately 4,800 spaces through valet parking operations during peak days.		

Ground Level. At the center of the project, the floor of the Ground Level is at three feet below street grade, Level 1 is 12 feet above street grade. Levels 1 and 2 (Exhibits 3-2, Level 1 Site Plan, and 3-3, Level 2 Site Plan) would include the various retail uses listed above, theaters, and hotel rooms. Remaining hotel rooms would be on higher floors. The rooftop of the parking structure is proposed for development of a family entertainment center. More detailed descriptions of the various land uses are provided below.

As part of the project, existing land uses on the project site would be demolished including the Rip Van Winkle Motel, Melodyland complex, Anaheim Plaza Hotel and a number of other industrial and retail uses. Table 3-2 details the land uses to be removed.

A map of the project area showing existing parcel boundaries, easements, and legal description is included in the map pocket in this document.

Hotel Uses

The plan depicts up to three hotels on-site. Hotel uses are proposed generally along the perimeter of the project site fronting on Disney Way and Katella Avenue. The hotels would feature convention, specialty and family suites-oriented facilities including, but not limited to, banquet and meeting spaces, exercise facilities, restaurants, and retail shop facilities.

The first hotel is located in the north-central portion of the site on the south side of Disney Way. The second hotel is planned at the southwest corner of Disney Way and Freedman Way. The third hotel is planned on the north side of Katella Avenue, at the western edge of the project. The total number of hotel rooms will not exceed 1,050.

The hotels would be high-rise construction. As currently designed, the hotels would range in height from 66 to 133 feet (refer to elevations shown on Exhibit 3-4, Roof Plan). The ultimate height of the structures will be determined by the hotel companies who develop within the project site; however, the hotels will comply with the height requirements of The Disneyland Resort Specific Plan, and if shade/shadow impacts exceed those addressed in this document, additional environmental review will be conducted.

The various, applicable height restrictions for the project site are shown on Exhibit 3-4, Roof Plan. The final design and ultimate number of hotels will be based on the hotel developer(s) and will be shown on Final Site Plans to be reviewed and approved by the Planning Commission prior to issuance of building permits.

Retail/Dining/Entertainment (RDE)

Retail, dining, and entertainment (RDE) uses are located primarily on Levels 1 and 2 of the project (refer to Exhibits 3-2 and 3-3). Restaurants include fast-food and food court-type service, semi-enclosed, walk-up/specialty, enclosed full service establishments, and theme-type restaurants.

As currently designed, the project would include up to three live theaters with a total of 4,600 seats (situated in approximately 85,000 square feet of space). However, dependent on market demand, the theater complex may alternatively be developed as a 24-screen movie theater (4,757 seats). The Final Site Plan will identify the theater use to be developed and number of seats and will be reviewed and approved by the Planning Commission prior to issuance of building permits. The theaters would be located immediately west of Freedman Way, south of the existing fire station. The height of the theater structure would vary, but would not exceed 75 feet in height.

A Family Entertainment Center is proposed to be developed on the roof of the parking structure. The precise components of the Center are not yet known, but could include a miniature golf course, merry-go-round, or other such attractions, or could provide amenities for the hotels, such as tennis courts or gardens. This use, although disclosed in this document, will require future environmental review and a Conditional Use Permit (CUP). A safety wall would be constructed along the perimeter of the facility. The facility would be lit for nighttime use.

Bus Terminal/Facility

A bus terminal/facility is planned in conjunction with the project to provide bus transport to and from regional airports for visitors to the Anaheim Resort area. In addition, the facility may be used as a terminal for sightseeing bus trips to accommodate hotel visitors. A loading area of approximately 120 feet by 180 feet will be utilized on the ground level. Bus ingress and egress is planned to be via Freedman Way and Harbor Boulevard. The facility is not planned to serve as a “park and ride” facility for local residents. A high fee will be charged for overnight parking (other than for hotel guests) as a deterrent to use the facility as a park and ride facility or for other overnight parking needs.

Parking

Parking for the proposed project is provided primarily in a five-level parking structure located in the southwest portion of the site. Additionally, parking is provided on the ground level of the proposed project (refer to Exhibit 3-1), and on Level 2 above the proposed RDE uses (Exhibit 3-3). The parking structure would accommodate 4,428 automobiles and 25 buses. The structure would extend approximately 40 feet in height.

Landscaping and Signs

The perimeter of the project site will be landscaped in accordance with the requirements of The Disneyland Resort Specific Plan. The following fully-landscaped setback areas will be provided: a minimum 26-foot wide setback adjacent to Harbor Boulevard; a minimum 11-foot wide setback area adjacent to Katella Avenue; a minimum 20-foot wide setback area adjacent to Disney Way and Freedman Way except adjacent to the hotel lot at the southwest corner of Disney Way and Freedman Way where the building height exceeds 75 feet, where the minimum setback will then be 30 feet wide; and, a minimum 10-foot wide setback adjacent to interior property lines. A coordinated signage program will be developed for Pointe*Anaheim, in compliance with the requirements of The Disneyland Resort Specific Plan. All permitted signage will be shown on the Final Site Plan, which will be subject to the review and approval of the Planning Commission prior to the issuance of building and sign permits. Signs which require the approval of a Conditional Use Permit will be processed concurrently with the Final Site Plan.

Land Uses to be Removed

In addition to the development of the planned land uses identified above, Pointe*Anaheim will involve the removal of the existing on-site land uses. The existing uses include two hotels, one on Katella Avenue and one on Harbor Boulevard; industrial buildings on Freedman Way; the Melodyland Complex on Disney Way; and a retail use on Katella Avenue. Table 3-2, Land Uses To Be Removed, depicts the square feet of developed area associated with these uses. If any public funding is involved with the development of any aspect of Pointe*Anaheim, relocation financing will be provided, if required for compliance with State requirements.

**TABLE 3-2
LAND USES TO BE REMOVED**

Land Uses Removed	Existing Rooms	Area (square feet)
Anaheim Plaza Hotel	300	110,600
Melodyland Complex		134,800
Clementine Industrial Bldgs.		45,000
Retail		11,000
Rip Van Winkle Motel	64	14,000
Total	364	315,400
Source: Square feet based on study conducted by Northwest Envirocon, Inc., September 1998 and room count provided by hoteliers.		

Right-of-Way for Transportation and Landscaping Improvements

The Pointe*Anaheim project will provide the right-of-way to accommodate the required public, setback, and private realm landscape requirements on Katella Avenue, Harbor Boulevard, Disney Way and Freedman Way. Additional right-of-way will be provided on Katella Avenue for the ultimate planned width. Right-of-way will also be provided on Disney Way and Freedman Way to accommodate new free right-turn lanes. On Disney Way, in addition to the on-site requirements, 11 feet of additional right-of-way will be provided from the existing Edison Company easement located on the north side of Disney Way, just east of Freedman Way, to accommodate a dual left turn from west-bound Disney Way to south-bound on Freedman Way, as shown on Exhibit 3-1, Ground Level Site Plan.

3.3 PHASING

Construction of the proposed project is planned to begin during the first quarter of 1999. Buildout of the project is expected to occur over 18 to 24 months, with completion anticipated before the end of the year 2001.

3.4 DISCRETIONARY APPROVALS

This Initial Study and proposed MND is intended to serve as the primary environmental document for all actions associated with the Pointe*Anaheim project, including all discretionary approvals requested or required to implement the project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring program for the proposed project. All applicable mitigation measures in The Disneyland Resort Specific Plan Modified Mitigation Monitoring Program No. 0067 have been incorporated into this document for ease of reference. New mitigation measures are also included. This document is intended to provide sufficient information to allow permitting agencies to evaluate the potential impacts from construction and implementation of the Pointe*Anaheim project.

The current actions being considered by the City of Anaheim and evaluated in this document are the approval of a General Plan Amendment, Specific Plan Amendment, Conditional Use Permit with waiver of parking and minimum distance between driveways requirements, Final Site Plan, Disposition and Development Agreement, Development Agreement, and a Financial Agreement between the City of Anaheim and the developer, subdivision maps, demolition permits, grading

permits, building permits, arcade permits, abandonments of easements, public convenience and necessity permits, and other actions related to project development.

General Plan Amendment No 359

The City of Anaheim General Plan designates the approximate 1,051-acre Anaheim Resort area, including the approximate 490-acre Disneyland Resort, 554-acre Anaheim Resort, and 7-acre Hotel Circle Specific Plan areas, for Commercial Recreation land uses. Further, the General Plan currently designates The Disneyland Resort Specific Plan District A and Parking District (East Parking Area)/C-R Overlay for up to 75 hotel rooms per gross acre or 75 rooms, which is greater.

The proposed project density, as described in Table 3-1 of this document, is greater than the current allowable density for the site; therefore, an amendment to the General Plan Land Use Element is proposed to add text to the Commercial Recreation land use designation recognizing that The Disneyland Resort Specific Plan establishes the following density for the Pointe*Anaheim project:

“The Disneyland Resort Specific Plan also provides for the development of the Pointe*Anaheim Overlay subject to the approval of a Conditional Use Permit at the following density: up to 565,000 gross square feet of restaurant/dining/entertainment uses, two to three hotels comprising a maximum of 1,050 hotel rooms/suites with related accessory retail uses (maximum 923,800 square feet); a multiplex theater including either 4,600 seats for live performances or 4,757 seats for movies, a parking structure with approximately 4,453 parking spaces, an approximate 141,200-square foot open-air family entertainment center on the top floor of the parking structure, and a bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim Overlay encompasses District A and the portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way.”

In accordance with California Government Code Section 65450, a Specific Plan may not be adopted (or amended) unless the proposed plan is consistent with the General Plan. Therefore, the proposed General Plan Amendment, described in this section, must be adopted by the City prior to the adoption of an amendment to The Disneyland Resort Specific Plan.

Specific Plan Amendment No. 4

The Disneyland Resort Specific Plan (SP92-1) was adopted on June 29, 1993, and amended on April 12, 1994, June 20, 1995, and October 22, 1996. A Specific Plan Adjustment was adopted on September 16, 1997. An amendment to the Specific Plan is proposed to establish a Pointe*Anaheim Overlay to encompass 29.1 acres including all of District A and the portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way. This Overlay would provide for the development of the Pointe*Anaheim project as described previously in Table 3-1 of this document, subject to the approval of a Conditional Use Permit. It should be noted that the Pointe*Anaheim project is proposed as one comprehensive and coordinated project, to be constructed in one phase. Attached to this document as Appendix K, are the proposed text amendments. (The existing Disneyland Resort Specific Plan document is on file in the City of Anaheim Planning Department and is available for public review or purchase).

Agreements Between the City of Anaheim and the Property Owner/Developer

Agreements to implement the project including, but not limited to, a Disposition and Development Agreement, a Development Agreement and Financial Agreements between the City of Anaheim or other public entities and the Pointe*Anaheim property owner/developer will be requested as part of the project. These agreements between the City and/or any other public entities and the property owner are proposed for the vesting of entitlements and discretionary approvals detailed in this document, financial agreements between the parties, and sale of City-owned property included within the boundary of the Pointe*Anaheim project. Any item included in these agreements for the Pointe*Anaheim project which is not disclosed in this document, but has the potential to create physical impacts to the environment, will require additional environmental review.

Conditional Use Permit No. 4078

Pursuant to the provisions of The Disneyland Resort Specific Plan, a Conditional Use Permit is proposed to develop the Pointe*Anaheim project with 565,000 gross square feet of restaurants/dining/entertainment uses; two to three hotels comprising a maximum of 1,050 hotel room/suites with related accessory retail uses (maximum 923,800 square feet); a multiplex theater including either 4,600 seats for live performances or 4,757 seats for movies; a parking structure with approximately 4,428 automobile parking spaces and 25 bus spaces; an approximate 141,200-square foot, open-air family entertainment center on the top floor of the parking structure; and, a bus terminal/facility for airport transport and to/from sightseeing venues. These uses are further described below:

- Speciality Retail/Entertainment Center with integrated management and a festive theme orientation and plaza/pedestrian-oriented amenities with the following types of proposed uses: art galleries and museums; banking facilities; children's, men's and women's apparel, shoes, jewelry and accessories; entertainment facilities (amusement arcades, skating rinks, outdoor recreational playground areas, etc.); restaurants (fast food/food court-type, semi-enclosed, walk-up/speciality and enclosed full service and theme-type restaurants with on-site sale and consumption of beer, wine and alcoholic beverages and associated entertainment uses (billiards, dancing, live and recorded performances, etc.); shopping services; speciality merchandise, gifts and toys; transportation/travel services including an automobile rental agency office; radio and television studio to enable live and/or taped broadcast facilities at the site; and, babysitting services.
- Outdoor events/uses held within the confines of Pointe*Anaheim, out of view of the public right-of-way and not directed towards the public right-of-way including open-air festival events oriented towards tourists and guests (public gathering, speech, concert, presentation, or show); outdoor booths, kiosks and stands; and, outdoor special lighting effects.
- Theaters, including dinner, legitimate or motion picture theaters, performance theaters or clubs, and indoor amphitheaters. At present, three multi-venue live performance theaters are proposed with a total of 4,600 seats; however, in the event that the live performance theater is not constructed, then a 4,757 seat, 24-screen multiplex movie theater will be substituted in its place. Additionally, an approximate 30,000-square foot dinner theater is also proposed.
- Family Entertainment Center - A recreation use to be located on top of the parking structure, which potentially could include a miniature golf course and/or skating rink, or it could accommodate hotel guest services, such as tennis courts and gardens. The precise components are not yet known. A CUP is required with additional environmental documentation, if deemed necessary.

- Parking/transportation facilities for automobiles, buses, shuttles and taxis.

The Conditional Use Permit would entitle the types of uses, maximum square footage and concept site plan with detailed Final Site Plans to be submitted for Planning Commission review and approval as a Report and Recommendation prior to issuance of building and sign permits.

Conditional Use Permit for Signage

Detailed identification/signage will be designed in conjunction with the preparation of Final Site Plans for the Pointe*Anaheim project. It is anticipated that there may be signage proposed in conjunction with or as part of icon identification. Such signage would be subject to the approval of a Conditional Use Permit.

Other Discretionary and Ministerial Actions

The project may require the following approvals by the City of Anaheim: financing mechanisms/agreements; abandonments of easements; building permits; demolitions permits; grading permits; encroachment permits, street name change (Freedman Way to Pointe Anaheim Drive); and other ministerial actions related to the proposed project.

Other agencies with discretionary action(s) or permits related to some aspect of the project are defined in CEQA as responsible agencies (Section 15381 of the State CEQA Guidelines). Such agencies may use this environmental documentation in their consideration of the project. Ministerial decisions are defined by the California Planning Roundtable as actions taken by government agencies that follow established rules or procedures that do not require exercising judgement in deciding whether or not to approve a project. The agencies with discretionary and/or ministerial actions associated with the project may include, but are not limited to, the following:

- County Sanitation Districts of Orange County
- Orange County Health Department
- Orange County Transportation Authority
- Regional Water Quality Control Board
- South Coast Air Quality Management District
- Southern California Association of Governments

3.5 RELATED PROJECTS

In the vicinity of the project site, there are several approved and/or proposed projects that may be affected by, or may have an effect on, the proposed project. The anticipated projects include the build-out of the three Specific Plans governing the Anaheim Resort (The Disneyland Resort, Anaheim Resort, and Hotel Circle) and the Anaheim Convention Center expansion have been assumed in the baseline analysis.

These projects, when considered in conjunction with the proposed project, have the potential to result in cumulative environmental impacts. The traffic analysis described in Section 4 includes these projects in future traffic projections to ensure that potential cumulative impacts are assessed. Similarly, the air quality and noise analysis (also provided in Section 4) considers cumulative projects since they are based on the traffic projections for the project.

All cumulative impacts from other environmental issues were covered in EIR No. 311, a prior environmental document covering the project area. No substantial change in the analysis is projected to occur in relation to these environmental issues.

SECTION 4 - ENVIRONMENTAL EVALUATION

This section includes an analysis of the environmental impacts associated with construction and operation of the Pointe*Anaheim project. This analysis draws from the results of the environmental analysis included in EIR No. 311 for The Disneyland Resort Specific Plan, which assumed development of the project site as part of the East Parking Area, with the option of hotel development under the Parking District, C-R Overlay/District A specifications.

The topical issues addressed in this section are the same, and in the same sequence, as those issues addressed in EIR No. 311. For each topical issue a summary of the results of the environmental analysis contained in EIR No. 311 relevant to the project site is provided. This summary is followed by a project-specific environmental analysis.

Depending on the topical issue, the approach to the environmental analysis varies in this Initial Study. For instance, impacts associated with physical changes to the site (geology, hydrology, etc.) would not vary substantially from the impacts that were analyzed in EIR No. 311; therefore the analysis presented in this Initial Study is primarily dependent upon the analysis prepared for EIR No. 311. However, for impacts which are based on the size of the project or amount of traffic to be generated, new analyses have been completed. Each of these new analyses considers the extent of the impacts associated with the Pointe*Anaheim project and the incremental impact associated with the level of development beyond the entitled density. This analysis is used in the determination of impact significance.

The application of mitigation measures required for The Disneyland Resort Specific Plan is also considered in the environmental analysis. A number of the mitigation measures and project design features (PDFs) outlined in EIR No. 311's approved Mitigation Monitoring Program (MMP) are specific to The Disneyland Resort project and would not be applicable to other projects in the Specific Plan area. There are mitigation measures which are applicable to District A properties and to C-R Overlay properties which are not developed as part of The Disneyland Resort project. Mitigation measures are presented for environmental issues where there is a potential for significant environmental impacts. Mitigation measures have been divided into three categories. The first is "required mitigation measures from Modified Mitigation Monitoring Program No. 0067." This category reflects measures from EIR No. 311 which apply to Pointe*Anaheim. The number of the mitigation measure incorporated into this document from EIR No. 311 is shown in parentheses after each measure in this document. Some of the wording for the mitigation measures has been modified to reflect applicability to the Pointe*Anaheim project. The second category is "additional mitigation measures" which includes mitigation measures identified for the Pointe*Anaheim project to reduce potential significant impacts. The third category is "project design features" where the applicant has incorporated into their design a measure that will prevent impacts. Each environmental issue ends with a statement regarding the significance of impacts after application of mitigation measures.

As previously discussed, this Initial Study considers the topical issues analyzed in EIR No. 311. As with EIR No. 311, the City has determined that for the following topical issues there is no evidence that the project would cause significant environmental effects and determined that no further environmental review of these issues is necessary: natural or fabricated features in the project area that are rare or unique; prominent or specimen trees (as defined in the Anaheim Municipal Code, Section 18.84.038, Tree Preservation) or any rare, threatened, or endangered plants in the project area; and, habitat, food source, nesting place, source of water, migratory path, or other resource for any rare, threatened, or endangered wildlife or fish species.

4.1 LAND USE-RELATED PLANS AND POLICIES

4.1.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 addressed the consistency of The Disneyland Resort Specific Plan with the following plans and policies: Elements of the City of Anaheim General Plan; elements and policies of transportation plans for the County of Orange and the County's Congestion Management Plan; regional plans such as the Air Quality Management Plan, Growth Management Plan, Regional Mobility Plan, and various other transportation plans.

The Disneyland Resort Specific Plan was determined to be consistent with the goals and policies of the City of Anaheim General Plan. The Anaheim Municipal Code (Chapter 18.78) includes The Disneyland Resort Specific Plan Zone and its Site Development Standards and Design Guidelines.

The Disneyland Resort Specific Plan requires compliance with the Master Plan of Sewer and Master Plan of Drainage for the South Central City Area. The results of these plans were incorporated into Final EIR No. 311. With regard to the Anaheim transportation plans, The Disneyland Resort Specific Plan was found to be consistent with the City's Transportation Demand Management (TDM) Ordinance, adopted to comply with the Orange County Congestion Management Plan (CMP). The project's accommodation of various means of transportation was considered a beneficial effect.

EIR No. 311 concluded that no significant impacts related to regional planning programs would result from project implementation. The project required an amendment to the County of Orange Master Plan of Arterial Highways for the realignment/modification of Cerritos Avenue and West Street/Disneyland Drive. These changes were addressed in the Transportation and Circulation analysis and it was concluded that no significant impacts would result. As noted above, the project was determined to be consistent with the County CMP. The Disneyland Resort Specific Plan was found to be consistent with the 1991 Air Quality Management Plan, Regional Mobility Plan, and the Southern California Association of Governments (SCAG) Growth Management Plan. The project's relationship with various transportation projects was reviewed in EIR No. 311. It was determined that the infrastructure improvements proposed as part of the project would be compatible with proposed transportation projects in the area and would result in beneficial effects on the circulation network.

The potential development of the East Parking Area and District A addressed in EIR No. 311 did not impact any farmland, and had no impacts on prime farmland or farmland within an agricultural preserve under the Williamson Act.

Applicable Provisions of the Zoning and Development Standards

Pursuant to the provisions of the Parking District, C-R Overlay/District A, the project site is permitted a maximum density of up to 75 hotel/motel rooms per gross acre or alternate visitor-serving uses with the traffic equivalency of 75 hotel/motel rooms per acre, consistent with Section 7.0, Zoning and Development Standards set forth in the SP92-1. For parcels that were already developed with hotel/motel rooms greater than the maximum allowed density when SP92-1 was adopted, in 1993, the uses may be rebuilt or modified at their existing density. Hotels and restaurants are permitted primary uses in the Parking District, C-R Overlay/District A. Other visitor-serving uses are also permitted, subject to the approval of a Conditional Use Permit as set forth in The Disneyland Resort Specific Plan. It should be noted that The Disneyland Resort Specific Plan, C-R Overlay, and District A incorporate by reference the permitted primary uses, permitted

accessory uses, permitted temporary uses and structures, and conditionally permitted uses which are set forth in the Anaheim Resort Specific Plan (SP92-2) as follows¹:

Permitted Primary Uses and Structures:

Agricultural uses
Hotels and motels
Restaurants

Permitted Accessory Uses and Structures:

Administrative, maintenance, and/or indoor storage facilities accessory to support the operation of a primary use
Sales of alcoholic beverages for on-premise consumption
Confectionary shops
Parking lots and parking structures
Signs

Permitted Accessory Uses
Within a Hotel/Motel:

Sales of alcoholic beverages for off-premise consumption
Amusement arcades
Auto rental agency offices
Banking facilities
Barber and beauty shops
Book stores and newspaper sales
Clothing stores
Custom print and art shops
Day care services limited to hotel/motel patrons only
Dog and cat kennels
Drugstores
Floral shops
Health spas and fitness centers
Jewelry stores
Laundry and dry cleaners
Luggage and accessory shops
One caretaker/manager residential unit
Photo supply shops
Postal and copy service facilities
Recreational facilities
Restaurants
Shoe repair shops
Souvenir, gift, novelty shops
Ticket agencies
Tobacco shops
Travel agencies

¹ The uses are not shown with their complete description, but are abbreviated for simplicity. For a complete description of the uses allowed refer to Section 18.48.070 of the Anaheim Municipal Code (Anaheim Resort Specific Plan No. 92-2).

Permitted Temporary Uses and Structures:	- Contractor's office and/or storage - Special Events and Temporary Signs, Flags, Banners and Balloons - Temporary Parking Lots
Conditionally Permitted Uses and Structures:	- Amusement parks and theme-type complexes - Art galleries - Automobile car washes in conjunction with service stations - Automobile rental agencies - Automobile service stations - Automobile/vehicle parking lots or structures - Bowling alleys - Churches - Emergency medical facilities - Golf courses, including miniature golf courses - Kitchens or kitchenettes in hotel rooms - Massage establishments within a hotel - Museums - Non-publically operated convention centers - Office buildings when accessory to primary use - Outdoor recreational playground areas - Radio and television studios - RV and campsite parks - Restaurants - Skating rinks - Specialty retail centers (minimum five acres) - Theaters (dinner, legitimate, motion picture, performance or clubs) - Transportation facility - Vacation ownership resorts - Uses or activities not listed, nor specifically prohibited which are determined by the Planning Commission to be consistent and compatible with the intended purpose of the Specific Plan.

4.1.2 PROJECT IMPACTS

City of Anaheim General Plan

Land uses proposed within the Pointe*Anaheim project include hotel, theaters, retail, restaurants, entertainment, and parking. These uses are consistent with the goals and policies of the Anaheim General Plan Land Use Element for the City's Commercial Recreation designated areas by contributing to the economic base of the City and enhancing the tourist destination amenities of the Anaheim Resort Area.

An amendment to the Anaheim General Plan is required by Pointe*Anaheim prior to project approval, as discussed in Section 3.4, Discretionary Approvals, of this document. The General Plan Land Use Element presently designates the project site for a maximum density of up to 75 hotel/motel rooms per gross acre. The proposed density for the site is greater than the allowed 75 hotel/motel rooms per gross acre; therefore, an amendment to the General Plan Land Use Element is required to increase the overall density allowed on the project site prior to approval of The

Disneyland Resort Specific Plan Amendment and the Conditional Use Permit for the Pointe*Anaheim project.

All other General Plan Elements were addressed in The Disneyland Resort EIR. No other amendments to the Anaheim General Plan are required. This project is consistent with all of the remaining General Plan Elements and the proposed General Plan Amendment will amend the Anaheim General Plan Land Use Element to reflect the density associated with the project. Therefore, no significant land use plan or policy impacts will result from this proposed project.

The Disneyland Resort Specific Plan

The adoption of The Disneyland Resort Specific Plan established the zoning for the area. An amendment to SP92-1 is required in order to establish the Pointe*Anaheim Overlay and to increase the maximum allowable density for the project area. As with the Anaheim General Plan, SP92-1 specifies a maximum density equivalent of up to 75 hotel/motel rooms per gross acre. The proposed Specific Plan Amendment will incorporate the incremental increase in density into The Disneyland Resort Specific Plan. Therefore, significant impacts to land use plans and/or policies will not result from the proposed project.

Other Plans and Policies

All other relevant plans and policies were addressed in The Disneyland Resort EIR (EIR No. 311). The project is consistent with all other relevant plans and policies; no other amendments and/or changes are required or proposed. Therefore, no significant land use plan or policy impacts will result from the proposed project.

4.1.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to approval of the Final Site Plan, plans (including, but not limited to, a site plan, elevations, landscape plans and signage plans) shall be submitted by the property owner/developer and will be reviewed for consistency with The Disneyland Resort Specific Plan. (MM 3.1-2)

Additional Mitigation Measures

None are required.

4.1.4 SIGNIFICANCE OF LAND USE PLANS AND POLICIES IMPACTS

With implementation of the mitigation measure described above, the project would not result in any unavoidable adverse impacts associated with land use plans and policies.

4.2 LAND USE COMPATIBILITY

4.2.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 evaluated the compatibility of The Disneyland Resort Specific Plan with on-site and surrounding land uses. The analysis focused on the dislocation/removal of existing uses, impacts associated with development of agricultural land, and the land use compatibility of the proposed

project with surrounding land uses. The following summary focuses on the impacts identified for the Parking District/District A.

EIR No. 311 concluded that although existing hotel, motel, and commercial land uses would be displaced to accommodate the east parking structure in the Parking District, East Parking Area, this was not a significant impact to the community because of similar facilities in the general area and additional hotel/motel and retail/restaurant uses included in the proposed project.

Development within the Parking District, East Parking Area/District A would not impact agricultural land. It was also concluded that although development of the site with a parking structure would result in increased structural height and bulk, this would not alter the function or utility of surrounding uses. No land use impacts were identified from development of the Parking District, East Parking Area for any of the various layout configurations.

EIR No. 311 also addressed property values, although it was acknowledged that economic and social changes are not considered significant environmental effects under CEQA, except under certain conditions which did not apply to the project. With regard to residential property values, it was identified that based on the data available, it was not possible to conclude that there is a relationship between sales prices (as an indicator of property value) and the proximity of a residential neighborhood to the existing Disneyland theme park. With regard to commercial property, it was concluded that the enhancement of commercial recreation facilities in the area by the proposed Disneyland Resort project would likely increase property values of surrounding commercial uses.

4.2.2 PROJECT IMPACTS

Summary of Existing Land Uses

Existing uses in the northern portion of the property, south of Disney Way, include religious and hotel uses including the Melodyland Christian Center and the Anaheim Plaza Hotel. In the southern portion of the project, north of Katella Avenue, there are vacant parcels, a small retail center with two stores and one restaurant, and, at the corner of Katella Avenue and Freedman Way, the Rip Van Winkle Motel. Along the west side of Freedman Way, there are several small non-conforming industrial buildings and the new Anaheim Fire Station Number 3.

The area surrounding the site is developed with a variety of uses including retail stores, restaurants, motels, other commercial uses, and industrial uses. The property located at the northeast corner of the Harbor Boulevard/Katella Avenue intersection, and adjacent to the project site, includes a small commercial center (pizza, one-hour photo, donut-shop, etc.) and various hotel/motel uses including the Castle Inn, Village Inn International, Four Points Sheraton, Holiday Inn Express, Samoa Hotel and Super 8 Motel. North of Disney Way there is a miniature golf course. A Southern California Edison easement with high voltage transmission towers is located adjacent and parallel to Disney Way on the north side, with a Disneyland parking lot situated north of the transmission line. East of Freedman Way there is a Residence Inn, Hawthorne Suites, dry cleaners and a car rental lot. Additional hotel and motel uses and the Disneyland employee parking lot are located south of Katella Avenue. Refer to Exhibit 4.2-1, Existing Land Uses.

Project Impacts

This section addresses the general nature and intensities of the land uses proposed within the Pointe*Anaheim project and analyzes the potential for land use compatibility impacts between onsite and surrounding land uses.

The demolition and removal of onsite land uses has been discussed in EIR No. 311. No changes or additions to that analysis are required and no significant impacts will occur from demolition of onsite structures.

Each of the streets surrounding the project site is either presently under construction, or planned to be improved as part of the City of Anaheim's infrastructure and landscaping improvements within the Anaheim Resort area. All ultimate public right-of-way land dedications for such improvements and landscaping that have not been made, will be made as a part of project development.

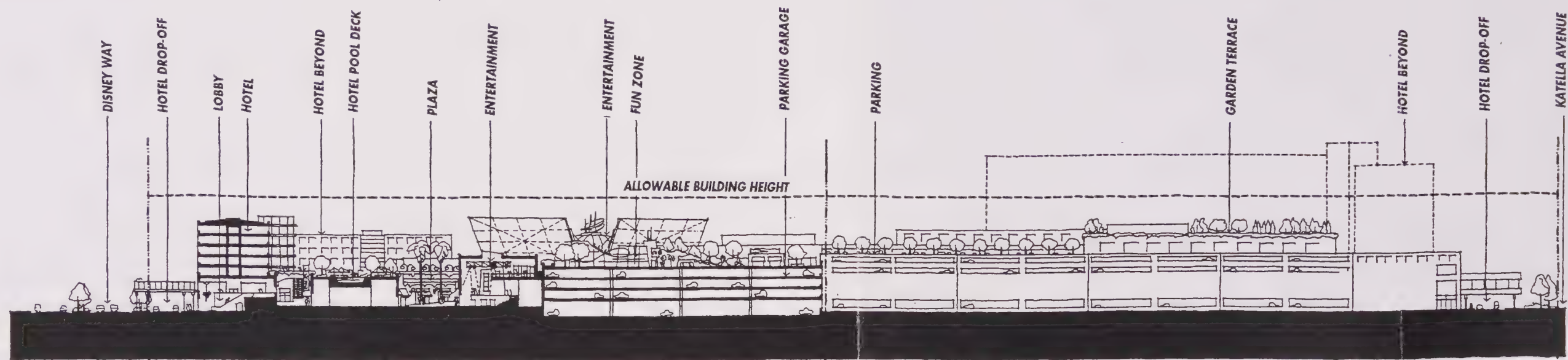
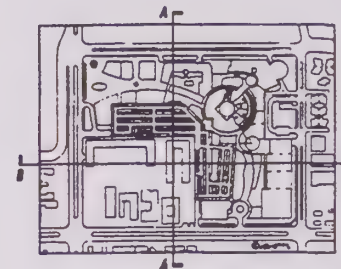
Land use compatibility is the major issue addressed in this section of the document. It is determined by the sensitivity of one land use to characteristics of another use. Characteristics which may create a compatibility impact include: noise, air emissions, odors, height, glare, and the level and type of activity taking place. No land use incompatibilities are anticipated within Pointe*Anaheim, as the project has been designed with uses that complement each other. In addition, the uses proposed on-site are those allowed and encouraged by the City of Anaheim within the Anaheim Resort Area. The uses are compatible with the surrounding uses, which are a mixture of hotel/motel, non-conforming industrial, retail, and public (fire station) uses.

Pointe*Anaheim is planned to be built as an integrated mixed-use entertainment destination. The uses will be multi-level, with hotel uses projected to be high-rise in form. The project height limits of the SP92-1 Zoning and Site Development Standards are shown on Exhibit 3-4, Roof Plan, which range from approximately 75 feet at the lowest or most constrained point along the Harbor Boulevard frontage of the project site, to approximately 145 feet at the highest point along the east side of the project site fronting on Freedman Way. The height limits established in the SP92-1 Zoning and Site Development Standards contain several intermediate maximum height limits between these two extremes as the building mass is increased proceeding in an easterly direction from Harbor Boulevard toward Freedman Way. The Pointe*Anaheim project is consistent with all of the height restrictions of SP92-1. Exhibit 4.2-2 provides cross-sections of the project which depict the height of the proposed buildings with respect to the height limits.

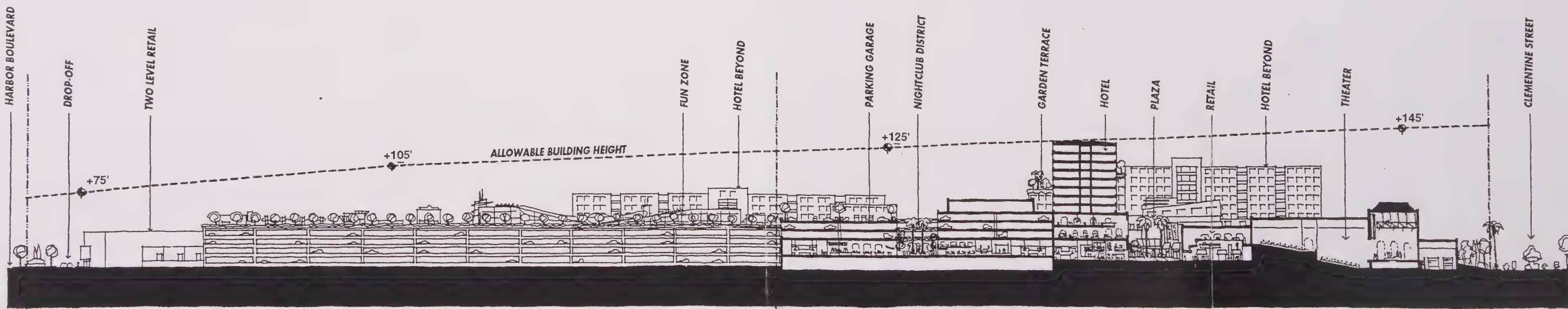
The project will present increased height and structural bulk along the frontages of Harbor Boulevard, Disney Way, Freedman Way, and Katella Avenue. As discussed in EIR No. 311, the increase in height and bulk will not alter the site in a way that would create a significant land use compatibility issue.

The City is planning to relocate the AM1500 Highway Advisory Radio Transmission tower onto the Fire Station No. 3 site. The Pointe*Anaheim structures will need to be sited in such a manner to prevent signal interference, or alternative solutions to the satisfaction of the City Engineer shall be implemented by the property owner/developer.

The Pointe*Anaheim project will include the additional required right-of-way and on-site setback areas to provide for the project's additional turn lanes and required public setback and private realm landscape requirements on Katella Avenue, Harbor Boulevard, Disney Way and Freedman Way. Additional right-of-way will be provided to expand Katella Avenue to its ultimate planned width of four lanes in each direction with a landscaped median and parkways. Right-of-way will also be provided on Disney Way and Freedman Way to accommodate new free right-turn lanes. In addition to the on-site right-of-way requirements, 11 feet of additional right-of-way will be provided from the existing Edison Company easement located on the north side of Disney Way, just east of Freedman Way, to accommodate a dual left turn from west-bound Disney Way to south-bound on Freedman Way, as shown on Exhibit 3-1, Ground Level Site Plan.



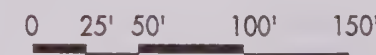
SECTION A



SECTION B

Note: The height of all structures will be limited to the allowable maximum set forth in The Disneyland Resort Specific Plan.

The maximum height of the buildings along Freedman Way is 75 feet with the provision of a 20 foot setback. If the height is above 75 feet, a thirty foot setback is required.



SOURCE: The Jerde Partnership, Inc., June 1998.

4.2.3 MITIGATION MEASURES

Required Mitigation Measure from Modified Mitigation Monitoring Program No 0067

1. Prior to approval of the Final Site Plan, the property owner/developer shall submit plans detailing the setbacks for the parking structures and landscaping plans which minimize compatibility impacts of the parking facilities on surrounding areas, consistent with Section 5.8 of The Disneyland Resort Specific Plan. (MM 3.2-2)
2. Prior to issuance of the first building permit, a pre-project study of radio transmission from the AM 1500 Highway Advisory Radio Transmission Tower located on the Fire Station No. 3 site shall be conducted by the property owner/developer to determine baseline conditions. Six months after topping out or any earlier time as determined necessary by the City of Anaheim, a follow-up study of radio tower transmissions shall be undertaken immediately by the property owner/developer. If the City of Anaheim determines that the proposed project creates a significant impact on radio transmission, a signal booster relay system, tower relocation, or other solution as approved by the City of Anaheim shall be implemented by the property owner/developer as soon as practicable.

Additional Mitigation Measures

None required.

4.2.4 SIGNIFICANCE OF LAND USE COMPATIBILITY IMPACTS

With implementation of the mitigation measure described above, the project would not result in any unavoidable adverse impacts associated with land use compatibility.

4.3 TRANSPORTATION AND CIRCULATION

4.3.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 evaluated the traffic impacts associated with development of The Disneyland Resort Specific Plan on the local and regional transportation systems. The cumulative effects of The Disneyland Resort development plus development of other projects in the area were considered in the traffic analysis. The analysis in EIR No. 311 considered traffic impacts in the years 2000 and 2010 with and without The Disneyland Resort project. EIR No. 311 concluded that four intersections (Euclid Avenue/Ball Road, Euclid Avenue/Katella Avenue, Harbor Boulevard/Katella Avenue, and Haster Street/Katella Avenue) would become deficient with a level of service (LOS) E condition with development of The Disneyland Resort project (in the year 2010). Two intersections which were already deficient experienced nominal increases in traffic (Anaheim Boulevard/Ball Road and Harbor Boulevard/Chapman Avenue). With implementation of the project design features and mitigation measures identified in EIR No. 311, project long-term impacts were reduced to a level considered less than significant. EIR No. 311 also identified that significant deficiencies in levels of service may occur if future background traffic growth is not mitigated by project-specific improvements or implementation of other improvements or if the Katella Avenue Smartstreet or I-5 widening project improvements are not implemented. A Statement of Overriding Considerations was adopted by the Anaheim City Council for these significant deficiencies in levels of service.

4.3.2 PROJECT IMPACTS

This section summarizes the Pointe*Anaheim Transportation Study prepared by Meyer, Mohaddes Associates (MMA). The technical report is provided in its entirety in Appendix B.

Setting

The location of Pointe*Anaheim in relation to the surrounding street and freeway network is illustrated in Exhibit 2-2. The Santa Ana Freeway (I-5) is located just to the east of the proposed project and includes full or partial interchanges with several arterial streets near the proposed project which will serve as project access routes. Many of the roadways in the study area are currently under construction and traffic conditions are not operating under typical conditions. The Anaheim Resort area traffic improvements currently being installed along Katella Avenue, Harbor Boulevard and other area streets, will result in widened streets and enhanced streetscape (e.g., landscaped median islands, wider sidewalks with custom street furniture). The Santa Ana Freeway is also under construction, and makes several of the freeway interchanges temporarily inaccessible as they are reconstructed to accommodate the widened freeway and high occupancy vehicle (HOV) lanes. In addition, the construction of the second gate theme park at The Disneyland Resort is also underway.

All of this construction activity, with the associated detours and lane restrictions, makes traffic patterns at this time atypical. Existing traffic counts were not collected as part of this traffic analysis because they would not be representative of typical traffic conditions in the study area.

The setting for the traffic analysis can best be represented by the traffic conditions prior to the start of this construction, described in the *Anaheim Resort Specific Plan Circulation Study* (May 1994, Austin-Foust Associates, Inc.) and summarized in this section. Traffic conditions are expressed in terms of levels of service at intersections. Level of service (LOS) is a measure of operating conditions at intersections. It varies from LOS A, which represents uncongested free-flow conditions, to LOS F, which represents over-capacity, jammed conditions. Table 4.3-1, Level of Service Interpretation, provides a description of each level of service and the range of intersection capacity utilization (ICU) values which represent each level.

Table 4.3-2, Pre-Construction ICU Summary, shows 13 intersections identified for analysis and presents AM and PM peak hour levels of service at the study intersections reflective of pre-construction activity conditions in the study area. All but one of the study intersections were operating at LOS C or better. The intersection of Haster Street/Katella Avenue was operating at LOS D with an ICU value of 0.87. The City of Anaheim and the Orange County Growth Management Program (GMP) have established LOS D (maximum ICU value of 0.90) as the lowest acceptable level of service for peak hour operating conditions on local arterial streets. The Orange County Congestion Management Program (CMP) specifies LOS E (maximum ICU value of 1.00) as the lowest acceptable level of service for intersections on the CMP highway network. Of the 13 intersections being analyzed in this traffic study, the intersections of Harbor/Katella, Harbor/I-5 Ramps, and Katella/I-5 Ramps are on the CMP network.

A significant investment is currently being made in transportation infrastructure improvements in the vicinity of the proposed project. These improvements include short-range improvements currently under construction to be completed by 2000, as well as longer-range improvements to be complete by 2010.

**TABLE 4.3-1
LEVEL OF SERVICE INTERPRETATION**

Level of Service	Description	ICU Range
A	Excellent Operation. All approaches to the intersection appear quite open. Turning movements are easily made, and nearly all drivers find freedom of operation.	0-.60
B	Very Good Operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good Operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair Operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	.81-.90
E	Poor Operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced Flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go-type traffic flow.	Over 1.00

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

**TABLE 4.3-2
PRE-CONSTRUCTION ICU SUMMARY**

Intersection	Pre-Construction Setting			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Harbor/Ball	0.65	B	0.76	C
Harbor/I-5 NB Ramps	0.45	A	0.64	B
Harbor/I-5 SB Ramps	0.43	A	0.54	A
Harbor/Disney	0.41	A	0.60	A
Harbor/Katella	0.52	A	0.66	B
Disney/Freedman	N.A	—	0.32	A
Freedman/Katella	N.A	—	0.52	A
I-5 SB Ramps/Disney	0.34	A	0.52	A
Anaheim/Haster/Disney	0.47	A	0.63	B
Haster/Katella	0.73	C	0.87	D
Haster/Orangewood	0.49	A	0.65	B
Katella/I-5 SB Ramps	N.A.	—	N.A.	—
I-5 NB Ramps/Katella	0.49	A	0.77	C
N.A.	Not analyzed			

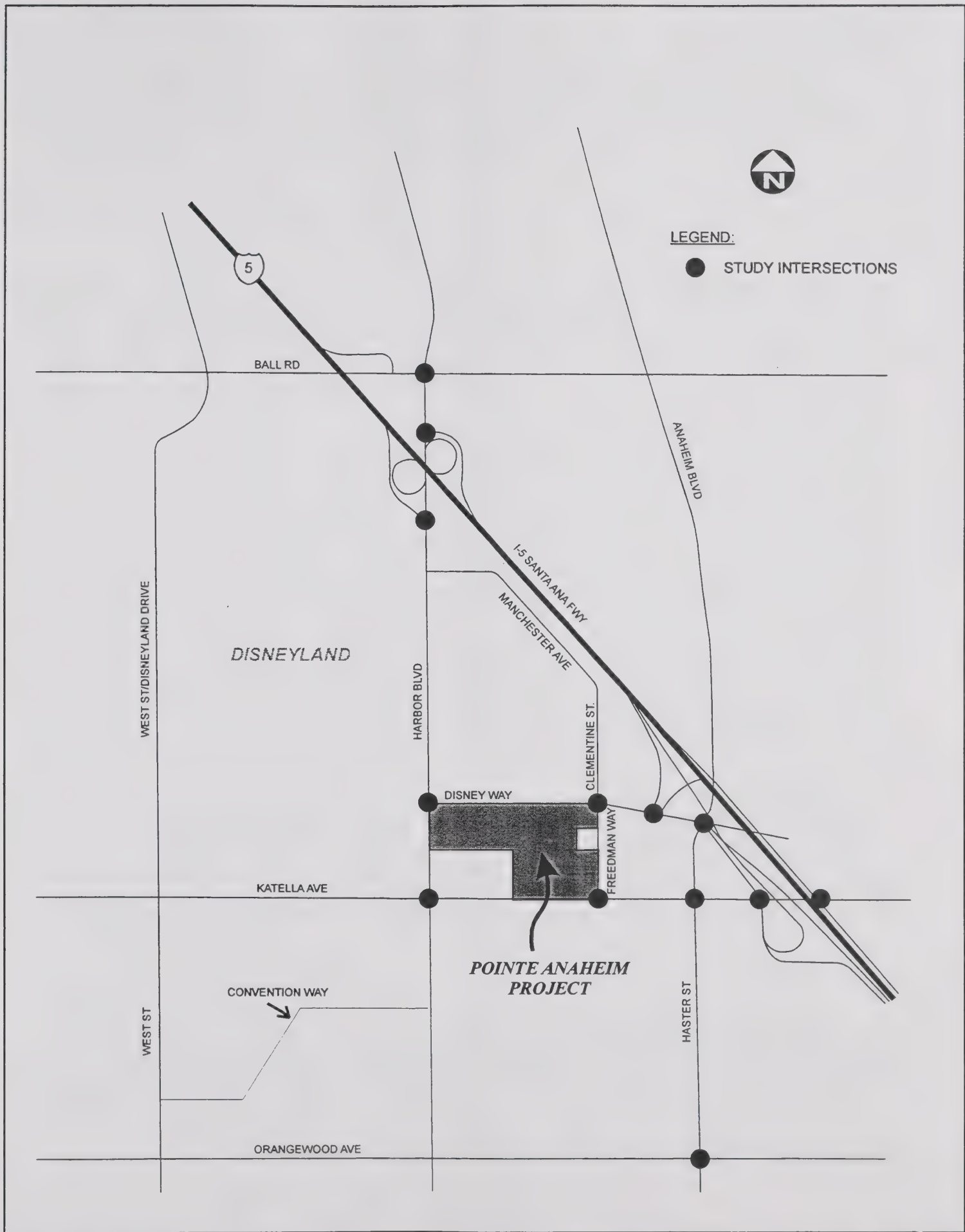
The key improvements which affect the Pointe*Anaheim site include those being made to all of the streets which surround the project. Disney Way to the north of the project will be widened from two travel lanes in each direction to three lanes in each direction. Freedman Way, east of the project, will be widened to provide two lanes in each direction, plus a landscaped median island. Harbor Boulevard and Katella Avenue, west and south of the project, respectively, will remain three lanes in each direction, but will be widened to include a median island and additional turn lanes at intersections. It should be noted that the Katella Avenue ultimate public right-of-way will include four travel lanes in each direction, however, with the exception of right-turn lanes and bus stops, the fourth travel lane is not being constructed as part of the street improvements which are currently underway. Additionally, the freeway interchange which serves Katella Avenue and Disney Way will be reconfigured to provide direct freeway ramps to/from both Katella Avenue and Disney Way. This will include a northbound offramp from the HOV lanes directly to Disney Way.

Future Conditions Without the Proposed Project (Base Case)

Future traffic conditions in the year 2010 without the Pointe*Anaheim project were forecast by Austin-Foust Associates, Inc. using the Anaheim Traffic Analysis Model (ATAM). Exhibit 4.3-1 depicts the future arterial and ramp system in the study area. Those conditions assume the buildout of the land uses included in The Disneyland Resort, Hotel Circle, and the Anaheim Resort Specific Plans. The ATAM model assumes that the entire project site would be built out at the hotel density of 75 hotel rooms per gross acre, as assumed for the 2010 Base Case-No-Project conditions. The 2010 Base Case traffic operating conditions are indicated in Table 4.3-3.

**TABLE 4.3-3
2010 BASE CASE - NO PROJECT CONDITIONS**

Intersection	2010 Base Case (Existing Anaheim Resort Plan)			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Harbor/Ball	0.77	C	1.03	F
Harbor/I-5 NB Ramps	0.43	A	0.72	C
Harbor/I-5 SB Ramps	0.66	B	0.82	D
Harbor/Disney	0.40	A	0.74	C
Harbor/Katella	0.82	D	0.83	D
Disney/Freedman	0.25	A	0.43	A
Freedman/Katella	0.81	D	0.76	C
I-5 SB Ramps/Disney	0.31	A	0.50	A
Anaheim/Haster/Disney	0.62	B	0.73	C
Haster/Katella	0.94	E	0.93	E
Haster/Orangewood	0.80	C	0.88	D
Katella/I-5 SB Ramps	1.05	F	0.66	B
I-5 NB Ramps/Katella	0.84	D	0.87	D



Study Intersections and Future Circulation System

Pointe Anaheim

EXHIBIT **4.3-1**

Bonterra CONSULTING

The table illustrates that in the year 2010 traffic conditions at several locations will exceed the LOS D City of Anaheim performance standard. There are no Congestion Management Program monitoring locations where the LOS E threshold is exceeded. The locations which exceed the City's LOS D performance criteria include the following:

1. Harbor Boulevard/Ball Road
2. Haster Street/Katella Avenue
3. Katella Avenue/I-5 Southbound Ramps

No mitigation measures were previously identified to fully mitigate the impacts of cumulative conditions on these three locations. The City of Anaheim adopted a Statement of Overriding Considerations when the Anaheim Resort Specific Plan EIR No. 313 was certified, which acknowledged that these intersections would operate below the City's performance standard and cited the other considerations that offset these impacts.

Future traffic conditions in the vicinity of the project anticipated development by The Walt Disney Company of up to 17,600 parking spaces in the Parking District and East Parking Area encompassing a portion of the project site in order to handle parking associated with the Phase III (2010 completion) build-out of The Disneyland Resort project. Amendment No. 3 to The Disneyland Resort Specific Plan No. 92-1 added a section to the Zoning and Development Standards requiring the final layout of the parking facility in the East Parking Area to be subject to Planning Commission approval as a Report and Recommendation item. Although development of Pointe*Anaheim would rule out use of the project site itself as the location for the future East Parking Structure, the traffic analysis, based on the ATAM model includes the assumption that the Phase III build-out of The Disneyland Resort will take place as entitled and, hence, these additional spaces are retained in the baseline traffic model for the area east of Harbor Boulevard and in the immediate vicinity of the project site. Also, the ATAM model includes only those improvements which are either already underway, now fully funded or specifically included as conditions and prerequisites for further build-out of The Disneyland Resort in analyzing background traffic mitigation.

As a result of adoption of The Disneyland Resort Specific Plan, the Anaheim Resort Specific Plan, and the Hotel Circle Specific Plan, a number of transportation improvements have been committed for implementation in the project and surrounding areas. In addition, many regional transportation improvements are underway or planned for the area. These improvements are listed in Appendix B as excerpted from the *Anaheim Resort Specific Plan Circulation Study* (May 1994, Austin-Foust Associates, Inc.) as Table III-2, Committed Circulation System Improvements, and Table V-1, Long-Range Mitigation Measures.

Project Impact Analysis

In order to assess the potential impacts of the proposed project, it is necessary to determine how much additional traffic the project will add to the surrounding street system beyond the Base Case, previously evaluated in other EIRs. The methodology used to conduct the impact analysis was the following:

- Determine the number of peak hour trips expected to be generated by the project
- Determine the distribution of project-generated trips
- Obtain Future (2010) traffic forecasts from the ATAM for the "With Pointe*Anaheim" scenario

- Determine if the increased traffic levels associated with the “With Pointe*Anaheim” scenario exceed the City of Anaheim performance standards.

The traffic impact analysis for the Pointe*Anaheim project has been conducted in the context of the year 2010 following completion of the infrastructure improvements currently under construction, as well as development of all the land uses assumed in the Anaheim Resort Area, including the second gate attraction at The Disneyland Resort.

The focus of the analysis in this traffic study has been on the PM peak hour (i.e., 5:00 PM - 6:00 PM) during the Summer season because that is the time period during which the background commute traffic peaks and The Disneyland Resort project trip generation is highest. In the "Shoulder Season" when The Disneyland Resort project closes earlier in the evening and the percentage of daily trips occurring during the PM peak hour is higher, the total volume of trips is less than during the summer peak because average daily attendance is lower in the shoulder season. The Disneyland Resort Traffic Study documents that the total peak hour trip generation for the resort in 2010 is 5,890 trips between 5:00 and 6:00 PM in the summer season, compared to 4,435 trips between 5:00 and 6:00 PM in the shoulder season. For that reason, a detailed analysis of the commute period during the shoulder season and the time period between 12:00 to 1:00 a.m. has not been provided in either this traffic study or the Disneyland Resort Traffic Study.

The Disneyland Resort Traffic Study concludes that "the highest combination traffic condition is the weekday peak season, PM peak hour from 5:00 PM to 6:00 PM." That is the time period for which intersection level of service analysis is conducted in this study, as it has been in other studies in the Anaheim Resort Area.

Pointe*Anaheim Trip Generation

The Pointe*Anaheim trip generation was broken into three general categories: hotel, retail/dining/entertainment (RDE), and theaters. This is consistent with the approach used in other EIRs in the Anaheim Resort Area. For the hotels, the trip rates that had previously been established in EIRs No. 311 and 313 for resort hotels were utilized. For the live theaters, a trip rate was developed by MMA based on the assumption that there would on average be three persons per car traveling to the theaters. The approach used in the analysis of the RDE land uses was to begin with trip generation rates published by the Institute of Transportation Engineers (*Trip Generation, 6th Edition*) for each individual land use, and then to adjust them for such factors as walk-in trips, internal trips, pass-by trips, and transit trips.

As noted, the RDE rates were developed by starting with ITE rates and applying appropriate trip reductions to reflect walk-in, internal, by-pass, and transit trips based on industry standards and familiarity with local conditions in Anaheim. Table 4.3-4, Pointe*Anaheim Trip Generation-PM Peak Hour, illustrates the initial number of trips for each land use, based on applications of the ITE rates to the square footage, and the reductions applied. The combined RDE trip rate for the full 565,000 square feet of space represented by the retail, restaurants and entertainment uses is 1.91 trips per thousand square feet (1.10 inbound and 0.81 outbound). It should be noted that this is higher than the RDE rate used for similar uses at the Disneyland Resort, where a RDE trip rate of 1.65 trips per thousand square feet was used. The trip generation estimates for the RDE component of the Pointe*Anaheim are conservatively high and present a worst-case assessment of the trip generation potential of the proposed project.

It should be noted that the potential family entertainment center on the roof of the parking structure was determined to not attract any vehicle trips of its own. The precise components of the Family Entertainment Center are not known at this time, but it could include a miniature golf course or skating rink, or could provide additional amenities for the hotels, such as tennis courts or gardens.

It represents a land use that would provide entertainment for children of people who would be at the Pointe*Anaheim project for some other purpose. In essence, the trips associated with the Family Entertainment Center are 100 percent internal walking trips by people staying in the hotels or visiting other commercial uses on-site. The project applicant would implement a system to restrict entrance to the Family Entertainment Center to persons with coupons, tokens, or "smart cards" provided by the hotels or other commercial uses onsite which would expire and must be used within seven days of issue. In order to establish a context for the number of trips that such uses could generate, an analysis of the area as a 36-hole miniature golf course or a multi-purpose recreational facility was undertaken. The ITE trip rate for miniature golf course is 0.33 PM peak hour trips per hole, so a 36-hole miniature golf course could generate 12 trips. Trip generation data in San Diego (published by the San Diego Association of Governments) for a multi-purpose recreational facility with miniature golf, video arcades, and batting cages indicates that they have a PM peak hour trip generation rate of 5.4 trips per acre. Applying this rate to the Family Entertainment Center would result in an estimate of 17 trips.

The total PM peak hour trip generation of the proposed project is estimated as 1,885 trips (1,058 inbound and 827 outbound) as shown in Table 4.3-4.

Converting the vehicle trips in Table 4.3-4 to person trips by mode, provides the peak hour person trip distribution for Pointe Anaheim reflected in Table 4.3-5. The automobile trips were converted to person trips at the rate of 3.5 persons per car. The walking trips and transit trips were estimated by multiplying the number of auto trips reduced by walking or transit by 3.5 persons per trip.

TABLE 4.3-4
POINTE*ANAHEIM TRIP GENERATION - PM PEAK HOUR
 Disneyland Resort EIR Hotel Rates, MMA Theater, ITE RDE Rates Adjusted

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Hotel	1,050 Rooms	0.16	168	0.20	210	
Subtotal Hotels			168		210	378
Theater A Walk percent reduction - 25% Transit percent reduction - 25% Internal percent reduction - 25%	2,350 Seats		N.A. ¹		N.A. ¹	0
Theater B Walk percent reduction - 10% Transit percent reduction - 20% Internal percent reduction - 10% Pass-by percent reduction - 10% Net Theater B	1,500 Seats	0.33	500 (50) (80) (50) (50) 270	0.00	0 0 0	270
Theater C Walk percent reduction - 10% Transit percent reduction - 20% Internal percent reduction - 10% Net Theater C	750 Seats	0.00	0 0	0.33	250 (25) (40) (25) 160	160
Subtotal Three Theaters			270		160	430

TABLE 4.3-4 (continued)
POINTE*ANAHEIM TRIP GENERATION - PM PEAK HOUR
Disneyland Resort EIR Hotel Rates, MMA Theater, ITE RDE Rates Adjusted

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Specialty Retail Walk percent reduction -25% in/15% out Transit percent reduction - 5% Internal percent reduction - 20% in/30% out Pass-by percent reduction - 25%	335,000 sq ft	2.00	669 (167) (33) (134) (167)	2.17	726 (109) (36) (218) (182)	
Net Specialty Retail		[0.50]	168	[0.54]	181	349
Quality Restaurants Walk percent reduction -20% Transit percent reduction - 5% Internal percent reduction - 20% Pass-by percent reduction - 20%	80,000 sq ft	5.02	401 (80) (20) (80) (80)	2.47	198 (40) (10) (40) (40)	
Net Quality Restaurants		[1.76]	141	[0.85]	68	209
High-Turnover Sit-Down Restaurants Walk percent reduction -20% Transit percent reduction - 5% Internal percent reduction - 20% Pass-by percent reduction - 20%	60,000 sq ft	6.52	391 (78) (20) (78) (78)	4.34	261 (52) (13) (52) (52)	
Net High-Turnover Restaurants		[2.28]	137	[1.53]	92	229
Entertainment (Night Clubs/Bars) Walk percent reduction -20% Transit percent reduction - 5% Internal percent reduction - 20% Pass-by percent reduction - 20%	40,000 sq ft	7.62	305 (61) (15) (61) (61)	3.92	157 (31) (8) (31) (31)	
Net Night Clubs/Bars		[2.68]	107	[1.40]	56	163
Entertainment (Games/Video Arcade) Walk percent reduction -25% Transit percent reduction - 10% Internal percent reduction - 20% Pass-by percent reduction - 20%	25,000 sq ft	5.96	149 (37) (15) (30) (30)	4.68	117 (29) (12) (23) (23)	
Net Games/Video Arcade		[1.48]	37	[1.20]	30	67
Entertainment (Museum) Walk percent reduction -20% Transit percent reduction - 10% Internal percent reduction - 20% Pass-by percent reduction - 20%	25,000 sq ft	4.00	100 (20) (10) (20) (20)	4.00	100 (20) (10) (20) (20)	
Net Museum		[1.20]	30	[1.20]	30	60
Subtotal RDE		1.10	620	0.81	457	1,077
Project Totals			1,058		827	1,885
¹ Theater A, large-scale productions will begin around 8:00 p.m. or as weekend or holiday matinees. Any arriving Theater A patrons during the weekday 5:00 p.m. to 6:00 p.m. time period would be accounted for in the restaurant, retail or hotel arrival rates. Matinee patrons would not affect the weekday peak hour.						

TABLE 4.3-5
POINTE*ANAHEIM PM PEAK HOUR PERSON TRIPS BY MODE

Mode of Transportation	Inbound Trips	Outbound Trips	Total Trips	Percentage
Automobiles	5,404	4,112	9,516	75%
Walking	1,322	860	2,182	17%
Transit/Shuttles	572	437	1,009	8%
Total	7,298	5,409	12,707	100%

Pointe*Anaheim Alternative Trip Generation

The developer of the Pointe*Anaheim project anticipates that the theater space in the development will operate as live venues with musical or theatrical productions. However, the potential exists that the theaters could be operated as a 24-screen multi-plex movie theater complex instead. The movie theater alternative has also been analyzed herein to consider the implications on traffic and parking demands. If the proposed project were to include a multi-plex movie theater, it would contain 4,757 seats.

Using ITE trip generation rates for movie theaters (Land Use Code 444-Movie Theaters with Matinee) as the starting point and applying conservative trip reductions for walk-in, transit and internal trips, it was estimated that the theaters would generate 402 PM peak hour trips. This compares to 430 for the live theaters. With the movie theaters, the total project trip generation would be 1,857 trips, compared to 1,885 for the proposed project with live theaters. This is a difference of only about 1.5 percent less trips. The proposed project with a 4,757 seat multi-plex movie theater could be expected to have the same level of traffic impacts as the project with the 4,600 seats in three live theaters. Table 5 of Appendix B illustrates how the PM peak hour trip generation of the project would change with the movie theaters substituted for the live theater.

Trip Distribution

The distribution of project-generated trips was based on the historical Resort area access patterns developed for the Anaheim Resort Combined Improvement Program. The distribution percentages for offsite vehicle trips were discussed with City of Anaheim staff and modified to reflect the specific access patterns associated with Pointe*Anaheim (Refer to Figure 3 of Appendix B). It should be noted that these percentages represent net offsite vehicular trips and many of the total person trips associated with the project will be local in nature and made via walking or shuttles. The freeway-oriented trips associated with Pointe*Anaheim will be split between several sets of freeway ramps, those located at Harbor Boulevard, Katella Avenue, and Disney Way.

Intersection Level of Service Analyses

When the trips forecast to be generated by the Pointe*Anaheim project are distributed to the roadway network using the ATAM model, the intersection operating conditions shown in Table 4.3-6, 2010 Intersection Operation Analysis, result. The forecasts and level of service calculations were prepared by Austin-Foust Associates, developers of the ATAM model. The level of service calculations are included in Appendix B of this report.

In the AM peak hour, the proposed project does not impact any of the study intersections. At several locations, the ICU value in the AM is slightly reduced (improved) as a result of the project, because the RDE land uses at Pointe*Anaheim do not generate AM peak hour trips and the RDE

square footage has replaced some of the hotel rooms which were assumed on the site in the Base Case.

The proposed project results in a significant traffic impact at one location in the PM peak hour, the Haster Street/Katella Avenue intersection, based on the City of Anaheim performance standard for intersection operations. The Haster Street/Katella Avenue intersection will operate at LOS E without the project and the proposed project will increase the ICU value by 0.02. There are no other locations where the Pointe*Anaheim project causes an intersection LOS to worsen to LOS E or where it increases the ICU value by 0.02 or more at an intersection operating at LOS E or F.

It should be noted that two intersections, Harbor Boulevard/Ball Road in the PM and Disney Way/Katella Avenue in the AM, will be operating at LOS F with or without the proposed project, but the proposed project does not cause a change in the ICU values at either of these locations. The City of Anaheim previously adopted a Statement of Overriding Conditions with certification of EIR No. 311 addressing the fact that these two intersections will exceed the City's performance standard in the future.

The addition of project-generated traffic to the Disney Way/Freedman Way intersection does not cause a significant impact based on the City of Anaheim threshold of significance criteria. The addition of project traffic does, however, increase the volume of westbound left turns from 270 to 550, exceeding the 300 vehicle demand threshold used by the City for the installation of dual left turns. The City Traffic and Transportation Manager requested that more detailed analysis of this intersection be conducted to determine if dual left turns will be warranted. MMA conducted an analysis of the intersection using the Operations Analysis Methodology from the Highway Capacity Manual as well as the SIGNAL94/TEAPAC program. Both methodologies calculate queue lengths on individual approaches to an intersection. Allowing the program to determine the optimal signal phasing and timing, the left turn queue at the intersection in the PM peak hour in 2010 was estimated to be 11-13 vehicles, which could be accommodated in the single left turn lane. Adding a dual left turn lane did not significantly change the queue length because the program reoptimized the signal timing and reallocated green time from the westbound approach to other approaches to rebalance the intersection level of service. The HCM Operations Method and SIGNAL94/TEAPAC calculations are included in the traffic appendix of this document. Based on the need to maintain a 90-second signal cycle to accommodate the pedestrian crossing times, multiple phases and all-red clearance phase were incorporated into the analysis; however, the left turn storage requirements was estimated to reach 400 feet. This cannot be accommodated in the single left turn lane and would require the widening of the westbound approach to the intersection to provide dual left turn lanes.

Because the City of Anaheim threshold of 300 left turns is forecast to be exceeded at this location, the project will implement the installation of dual left-turn lanes. This will improve the ICU values at the Disney/Freedman intersection from 0.23 to 0.21 in the AM peak hour and from 0.68 to 0.52 in the PM peak hour in 2010 with the Pointe*Anaheim project. The Disney Way/Freedman Way intersection will be widened to implement dual left turn lanes in the westbound and northbound directions.

As discussed earlier, the project alternative with a multi-plex movie theater instead of the live theaters would generate slightly less traffic in the PM peak hour. It is therefore expected to have similar impacts to the proposed project.

**TABLE 4.3-6
2010 INTERSECTION OPERATIONS ANALYSIS**

Intersection	2010 Base Case (Existing Anaheim Resort Plan)				2010 with Pointe*Anaheim				Change in ICU		Significant Impact?	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
Harbor/Ball	0.77	C	1.03	F	0.77	C	1.03	F	0.00	0.00	No	No
Harbor/I-5 NB Ramps ¹	0.43	A	0.72	C	0.43	A	0.73	C	0.01	0.01	No	No
Harbor/I-5 SB Ramps ¹	0.66	B	0.82	D	0.66	B	0.86	D	0.00	0.04	No	No
Harbor/Disney	0.40	A	0.74	C	0.40	A	0.82	D	0.00	0.08	No	No
Harbor/Katella ¹	0.82	D	0.83	D	0.82	D	0.87	D	0.00	0.04	No	No
Disney/Freedman	0.25	A	0.43	A	0.23	A	0.68	B	-0.02	0.25	No	No
Freedman/Katella	0.81	D	0.86	D	0.80	C	0.79	C	-0.01	0.03	No	No
I-5 SB Ramps/Disney	0.31	A	0.50	A	0.31	A	0.52	A	0.00	0.02	No	No
Anaheim/Haster/Disney	0.62	B	0.73	C	0.62	B	0.76	C	0.00	0.03	No	No
Haster/Katella	0.94	E	0.93	E	0.93	E	0.95	E	-0.01	0.02	No	Yes
Haster/Orangewood	0.80	C	0.88	D	0.80	C	0.88	D	0.00	0.00	No	No
Katella/I-5 SB Ramps	1.05	F	0.66	B	1.05	F	0.66	B	0.00	0.00	No	No
I-5 NB Ramps/Katella ¹	0.84	D	0.87	D	0.84	D	0.87	D	0.00	0.00	No	No
¹ CMP Intersection												
Level of Service Ranges	.00 - 0.60	A										
	.61 - 0.70	B										
	.71 - 0.80	C										
	.80 - 0.90	D										
	.90 - 1.00	E										
	> 1.00	F										

The Haster Street/Katella Avenue intersection will be fully improved with dual left turn lanes on all approaches and separate right turn only lanes on all approaches except eastbound, where the fourth lane is needed as an additional through lane, as a result of the Anaheim Resort Area Improvement Program now under construction. There is no right-of-way available to further increase the intersection's capacity through the addition of more travel lanes. A mitigation measure proposed at this location to reduce the impact of project-generated trips, is the implementation of signal system improvements which increase the intersection's capacity through improved traffic signal technology and provide signal preemption for fire response vehicles.

The City of Anaheim desires to upgrade its existing traffic signal system by implementing the next generation of traffic signal systems, an adaptive traffic control system. The existing traffic signal system monitors traffic patterns based on loop detectors imbedded in the pavement in advance of each intersection and switches between pre-programmed traffic signal timing plans based on changes in traffic flow. The newest types of traffic signal systems respond to traffic flows along corridors on a real-time basis in a more traffic-responsive manner. This is accomplished through the installation of additional traffic loop detectors between intersections which monitor the departure volumes from each intersection as well as the arrival volumes. The SCOOT System, which the City of Anaheim intends to implement, also relies upon more sophisticated software and traffic signal controllers at each intersection to respond to the changing traffic demands on a real-time basis. SCOOT may provide signal preemption, or other preemption system satisfactory to the Fire and Public Works Departments. To implement the SCOOT system the street pavement would need to be scored (cut) to insert cables. The roadway would need to be repaired following completion of this construction. Jacking and existing conduits will be used as directed by the City Engineer.

Alternative Transportation Mode Analysis

Table 4.3-5 provided a breakdown of the PM peak hour person trips by mode (automobile, walking, transit/shuttles) attributed to the proposed project. The walking trips will be distributed over a large number of alternate routes to/from the proposed project. Many will be to/from other hotels in the vicinity of Pointe*Anaheim. The Anaheim Resort Area Specific Plan assumes a total of 5,946 hotel rooms (not including Pointe*Anaheim) in the area east of Harbor Boulevard and north of Katella Avenue, surrounding the Pointe*Anaheim site. At an average of two persons per room, this means that close to 12,000 persons will be staying in hotels surrounding the site and could walk to the Pointe* Anaheim project without crossing Harbor Boulevard or Katella Avenue. If ten percent of these patrons made a walking trip to/from Pointe*Anaheim, they would account for more than 50 percent of the walking trips to/from the proposed project. The remaining 50 percent could be expected to cross Harbor Boulevard and/or Katella Avenue at one of the many crossing locations. Assuming that 25 percent of Pointe*Anaheim walk-in trips are made to/from The Disneyland Resort project, this would mean that 545 persons would cross Harbor Boulevard at either The Esplanade or Disney Way during the peak hour. With an average of 30 signal cycles per hour (120 second-cycles), this equates to 18 persons per signal cycle in the peak hour, 9 persons per cycle if they are spread evenly between Disney Way and The Esplanade. This would not cause a negative impact on traffic operations and would be in keeping with the goals of the Anaheim Resort area to encourage walking. Walking trips to/from the south of Katella Avenue would similarly be split between several locations and could be expected to be less than the nine persons (three groups of three) per cycle per location.

In the interim, prior to the build-out of the Anaheim Resort Area Specific Plan, there may be as many as 5,946 hotel rooms east of Harbor Boulevard, which could mean that more than 50 percent of the Pointe*Anaheim walk-in trips will come from west of Harbor Boulevard. Meyer, Mohaddes Associates conducted a general assessment of the potential impacts of additional pedestrian activity at the intersection of Harbor Boulevard and Freedman Way/Disney Way. Neither the City of Anaheim nor the Disneyland Resort Traffic Study had any data available on existing or projected

pedestrian activity at this location. As a result, a “what if” analysis was performed in accordance with standard engineering practice and with the assumption that a LOS of D in a crosswalk should be the upper limit of an acceptable standard.

In general, the principles of pedestrian flow in crosswalks are similar to those of vehicular flow. As the volume and density of pedestrian traffic increases, the speed at which pedestrians move decreases. There are level of service concepts that have been developed for walkways which can be applied to crosswalks. The primary difference is the presence of turning vehicles and the level of restriction placed upon them. Given the absence of data, we have made some assumptions in this analysis. They are:

- ▶ The intersection will operate on a 120-second cycle length.
- ▶ The pedestrian phase is 20-seconds per cycle.
- ▶ The cross-walk is 10-feet wide.
- ▶ The intersection is 110-feet wide.
- ▶ The sidewalk is 12-feet wide.
- ▶ The curb-radii is 35-feet.
- ▶ For analytical purposes, the number of pedestrians crossing the intersection in the peak 15 minute period is 250.

Given these assumptions, two scenarios were tested. In the first scenario, all pedestrians crossed on the north side of the intersection. In the second scenario, the pedestrians were split 50-50 between the north and the south side of the intersection.

In scenario one, with all 250 pedestrians crossing on the north side of the intersection, the level of service expressed in terms of square feet per pedestrian is D and the level of service expressed under surge conditions is C. Surge conditions represent the point when the pedestrians are crossing and reach the opposite side of the street. In scenario two, with the 250 pedestrians split equally between the north and south side of the intersection, the level of service expressed in terms of square feet per pedestrian is B and the level of service expressed under surge conditions is also B on both sides of the street.

The hourly capacity of each crosswalk, at Level of Service D, can, therefore, be estimated as 1,000 persons. Even if 100 percent of the Pointe*Anaheim visitors crossed Harbor Boulevard, they would not exceed the capacity of the crosswalks available to them, since they have the option of crossing at Katella Avenue, Disney Way and The Esplanade.

It is important to note that in the Disneyland Resort Traffic Study, it was noted that pedestrian volumes at the Harbor Boulevard/Katella Avenue intersection are projected to increase by 67 percent in the year 2010 as a result of The Disneyland Resort. This means that the existing maximum PM peak hour volume of 235 would increase to 392 or 98 during a 15 minute interval. The study concluded that this level of pedestrian activity would not have a significant adverse impact on traffic operations.

A similar finding can be drawn with regard to the impacts of Pointe*Anaheim pedestrian trips. As a worse-case scenario, if all 2,182 pedestrians cross Harbor Boulevard and are distributed between five crosswalks, there would be 436 per hour, well below the 1,000 per hour capacity of the crosswalks. It should also be noted that many of the Pointe*Anaheim pedestrian trips are the same trips identified in The Disneyland Resort EIR. That is, they are resort visitors who also visit Pointe*Anaheim on their way to/from the park.

The pedestrian volumes generated by Pointe*Anaheim will not result in unacceptable levels of service in the crosswalks along Harbor Boulevard and will have no significant adverse impact on vehicular traffic operations.

The transit trips reflected in the mode split calculation in Table 4.3-5 will be carried on public transit vehicles, tour buses and shuttles. Only a small percentage (23 inbound and 28 outbound hotel trips) are expected to be carried by public transit. Tour buses would carry 123 inbound and 78 outbound person trips, which equates to five inbound tour buses (at 25 persons per bus) and three outbound tour buses. Shuttles will transport the majority of the transit riders, 426 inbound and 331 outbound, in the peak hour. This equates to 29 inbound shuttles and 22 outbound, at 15 passengers per shuttle, approximately one shuttle every two minutes. This level of shuttle service would not be difficult to achieve given the large number of shuttles provided by the private hotel operators in the Anaheim Resort Area. The transit mode split could also be significantly higher than assumed in this analysis if/when the Urban Rail project is developed in the Anaheim Resort Area.

Project Access

Preliminary Access Plan

The proposed project will have project access points on all four sides of the development. Most of these will be right-turn-in/right-turn-out access points because of the presence of landscaped medians on the streets surrounding the project and the absence of median openings for left turns. On Freedman Way, the project is proposed to have a signalized intersection approximately mid-way between Katella Avenue and Disney Way where full access, including left turns, will be accommodated.

The allocation of trips to eight project access points results in moderate volumes of traffic at each location and would not cause any negative impacts to arterial street traffic as vehicles enter and exit the site. It should be noted that the volumes shown on Figure 5 in Appendix B reflect the total gross trip generation of the proposed project, not the net increase above the Base Case, upon which offsite project impacts were assessed. All of the project access points provide connections to the consolidated parking garage, but for the purposes of assessing driveway issues, the project trip distribution concentrated the RDE trips at the mid-block access points on Harbor Boulevard, Katella Avenue, and Freedman Way. The driveways on Disney Way were assumed to primarily serve the two hotels on the Disney Way frontage. Figure 5 of Appendix B illustrates the driveway access patterns and the total number of PM peak hours trips expected at each driveway.

The northernmost access driveway on Freedman Way will be restricted to right turns in and right turns out by the planned median on Freedman Way. There is no opening in the median adjacent to this project driveway. There is a median opening within approximately 100 feet of the driveway which is intended to be used only by emergency vehicles exiting the Fire Department Station on Freedman Way. In order to prevent Pointe Anaheim traffic from using the emergency median opening for U-turns, and thereby potentially interfering with emergency vehicles, the shape of the median island opening will be designed to preclude U-turns.

Alternative Access Plan

An alternative access plan was also evaluated to assess the potential benefits and impacts associated with providing a full access intersection on Disney Way, similar to the one on Freedman Way. One of the primary benefits associated with providing a full access intersection on Disney Way is that it would better serve traffic approaching the project from the Santa Ana Freeway via the Disney Way offramp than does the preliminary access plan. Without a left turn opening in the

median on Disney Way, traffic approaching Pointe*Anaheim from the east must either turn left at Freedman Way or proceed west to Harbor Boulevard and make a u-turn to come back to the project access points on Disney Way.

The changes in Level of Service with this alternative access plan are illustrated in Table 4.3-7. The reduction in u-turns at Harbor Boulevard/Disney Way does not change the ICU or LOS at that location. The new signalized intersection on Disney Way at Pointe*Anaheim would operate at LOS A. The reduction in left turns from westbound Disney Way to southbound Freedman Way improves the ICU at the intersection from 0.68 to 0.62 and it will operate at LOS B. The shifting of some Pointe*Anaheim traffic from the main Freedman Way access point to one on Disney Way better distributes the project traffic and reduces the ICU at the Freedman Way signalized access point from 0.46 to 0.42.

City of Anaheim staff requested that an analysis be conducted as to how the Disney Way intersection would operate late at night when Disneyland traffic is exiting the park via Disney Way. Previous project EIRs in the Anaheim Resort Area did not evaluate intersection levels of service in the 12:00-1:00 AM hour, when outbound Disneyland traffic peaks; so there was no background traffic volumes upon which to superimpose Pointe*Anaheim trips. MMA developed an estimate of the trips along Disney Way by examining Disneyland's forecast year 2000 peak season trip generation data, following completion of the second gate, and determining how much Disneyland-generated traffic would be on Disney Way during the 12:00 AM-1:00 AM hour. Approximately 10 percent (10.5 percent outbound, 9.7 percent inbound) of Disneyland Resort traffic is forecast to enter/exit via Disney Way in the PM peak hour. Applying these same distribution patterns to the 639 inbound/4,900 outbound trips projected for the 12:00 AM-1:00 AM hour in 2000, the volume of Disneyland Resort-related traffic on Disney Way would be 514 eastbound trips and 62 westbound trips passing Pointe*Anaheim.

TABLE 4.3-7
PM PEAK HOUR IMPACT OF ALTERNATIVE POINTE*ANAHEIM ACCESS
(Signalized Left Turn Access on Disney Way)

Intersection	Proposed Project		Alternative Access Plan	
	ICU	LOS	ICU	LOS
Harbor/Disney	0.82	D	0.82	D
Disney/Pointe Anaheim St.	N.A.	N.A.	0.38	A
Freedman/Disney	0.68	B	0.62	B
Freedman/Pointe Anaheim St.	0.46	A	0.42	A

Trip generation data for hotels, RDE and theaters is not readily available for the midnight hour. In order to estimate Pointe*Anaheim traffic generation during that hour, it was assumed that Pointe*Anaheim hotels and RDE land uses would exhibit similar peaking characteristics as those forecast for The Disneyland Resort. Examining The Disneyland Resort EIR trip generation calculations it was determined that the resort hotels would generate 0.8 percent of their daily inbound trips in the hour after midnight and 4.4 percent of their daily outbound trips. The RDE land uses are estimated to generate 5.0 percent of their daily inbound trips and 15.0 percent of their daily outbound trips between 12:00 AM and 1:00 AM, if they follow the same pattern as that forecast for Disneyland Resort RDE. It was assumed that patrons exiting an event in the largest theater at Pointe*Anaheim could also be departing during this late night hour. Based on these

worst-case assumptions, the Pointe*Anaheim project could generate 2,495 outbound and 581 inbound trips during the hour after midnight.

With a full service access point on Disney Way, to which between 18 percent and 24 percent of Pointe*Anaheim traffic would be assigned (depending on direction), the level of service at the signalized intersection is forecast to be LOS A (ICU = 0.50) during the hour after midnight, when The Disneyland Resort outbound traffic peaks. The queuing analysis for this intersection is provided in Appendix B

The alternative access plan with a signalization intersection on Disney Way would not cause any significant impacts and would improve operations around the project site.

7:00 PM to 8:00 PM Analysis

As noted earlier, the peak time period for which traffic impact analyses have traditionally been conducted is during the 5:00 PM to 6:00 PM peak hour, when the total volume of traffic on Anaheim city streets reaches its peak. The Pointe*Anaheim project will include a number of restaurants and theaters which will attract patrons after 6:00 PM, so consideration has been given to the potential impacts of the project during the 7:00 PM to 8:00 PM hour. In order to quantify impacts during the 7:00 PM to 8:00 PM hour, two data inputs were required; (1) an estimate of future Base Conditions in the 7:00 PM to 8:00 PM hour is needed, and (2) an estimate of Pointe*Anaheim project trip generation during that hour is needed.

Background Traffic

Two sources of data were used to determine how the 7:00 PM to 8:00 PM traffic volumes compare to those during the commute hour; (1) recent traffic counts in the project area conducted by the City of Anaheim, and (2) projections of 2001 conditions with The Disneyland Resort completed which were provided by Disney consultants Kaku Associates for four intersections near Pointe*Anaheim. The traffic volumes during the 7:00 PM to 8:00 PM hour are, on average, 35 percent lower than during the commute peak hour. The count on Freedman Way (future Disney Way) during the summer peak season indicates that traffic is 26 percent lower during the 7:00 PM to 8:00 PM hour. (Refer to Table 10 and 12 in Appendix B for the data provided by the City and Disney.)

The 2001 Disney forecasts are based on the assumption that the East Parking Structure will be located on the Grand Hotel site. In the future, even with the additional gate at the Disneyland Resort, the background volumes during the 7:00 PM to 8:00 PM hour are expected to average only 31 percent of the commute peak volumes.

To be conservative, the traffic analysis reduced the 2010 base case 5:00 PM to 6:00 PM volumes by only 25 percent (rather than the 35 percent average) to represent the future 7:00 PM to 8:00 PM volumes.

Pointe*Anaheim 7:00 PM to 8:00 PM Trip Generation

The traditional sources for trip generation rates (e.g., ITE Trip Generation manual) provide rates for trips generated by different land uses on a daily basis and during peak hours, but do not provide data about the hourly variation of trip generation throughout the day. In order to estimate how the Pointe*Anaheim trip generation would vary during the evening hours, data regarding the hourly variation of hotel trips and retail/dining/entertainment (RDE) trips provided in the Addendum to The Disneyland Resort Final EIR was used and the theater trips were calculated based on the anticipated schedule of theaters (see Appendix B-1 letter from RogersDale USA).

The data provided in Table 1 of the Addendum to The Disneyland Resort Final EIR No. 311 Technical Appendices indicates that the hotels will generate 48 percent fewer inbound trips and 51 percent fewer outbound trips in the 7:00 PM to 8:00 PM hour than in the 5:00 PM to 6:00 PM hour. The RDE uses are shown to generate 48 percent more trips inbound and 18 percent fewer outbound trips in the 7:00 PM to 8:00 PM hour. Each of the live theaters would be expected to generate trips during the 7:00 PM to 8:00 PM hour because the start times for shows vary from 7:00 PM to 8:30 PM. The highest theater trip generation scenario is based on the schedule for hour shows, where performances in Theater One, Two and Three begin at 8:00 PM, 7:30 PM and 8:30 PM, respectively. Assuming sold out performances in all three theaters, using the same vehicle occupancy and mode of access assumptions used earlier for the 5:00 PM to 6:00 PM analysis, MMA estimates that the theaters would result in 726 inbound trips between 7:00 PM to 8:00 PM. Table 13 of Appendix B summarizes the comparison of Pointe*Anaheim trips at 7:00 PM to 8:00 PM with those during the peak hour. The hotel trips are reduced by 50 percent, while the theater trips are 69 percent higher. RDE trips are 16 percent higher. The project as a whole could generate 2,163 trips, 15 percent more trips during the 7:00 PM to 8:00 PM hour than during the commute peak. This illustrates the off-peak nature of the land uses proposed at the project.

A similar calculation was made for the project alternative with a multiplex movie theater at the project instead of the live theaters. The movie theaters were assumed to have one third of the movie patrons arriving and one third departing during the 7:00 PM to 8:00 PM hour, as opposed to the theaters where everyone is arriving in that hour. The trip generation comparison for the multiplex movie theaters is shown in Table 14 of Appendix B. The movie theaters will generate 2,191 trips, 18 percent more than the project with movies during the peak hour, and 16 percent more than the project with live theaters in the peak hour.

Level of Service at 7:00 PM to 8:00 PM

With the 25 percent reduction in the 2010 base case traffic volumes to reflect the 7:00 PM to 8:00 PM pre-project conditions and a proportionate increase in project-generated trips to reflect the impact of the multiplex movie alternative, the levels of service shown in Table 15 of Appendix B result. At most locations, conditions are considerably less congested than during the commute PM peak hour. The addition of the higher level of project-related traffic during the 7:00 PM to 8:00 PM hour does not result in any significant impact which would require additional mitigation measures beyond those already required based on the PM peak hour analysis. It should be noted that the levels of service do not reflect the benefits of the project mitigation measures. For example, at the Freedman Way/Disney Way intersection, with the proposed dual westbound left turn lanes required of the project, the ICU will improve to .037 and it will remain at LOS A in the 7:00 PM to 8:00 PM hour.

Driveway Volumes

The turning movements into and out of project driveways during the 7:00 PM to 8:00 PM hour have been estimated and are depicted in Figure 7 of Appendix B. The highest turning volumes are right turns into the project driveways, with the highest volume on Freedman Way, where a right-turn only lane will be provided to accommodate turns into the site.

The proposed project does not result in any significant impacts during the 7:00 PM to 8:00 PM peak hour.

Parking Analysis

The Pointe*Anaheim project proposes to include approximately 4,453 spaces (4,428 automobile and 25 bus) in a joint parking garage that extends one level below the site and includes a multi-

level above-grade garage in the southwest portion of the site. MMA conducted an analysis of the parking demands at the proposed project to determine the supply of parking needed to adequately meet project needs.

The analysis of the project's parking demands consisted of two steps; (1) determination of the peak parking demands for each type of land use on-site, and (2) identification of the time of day when the parking demands peak. The identification of the peaking characteristics of the land uses was used to determine if there are opportunities to share parking between land uses. The analysis also includes an assessment of the required number of parking spaces pursuant to the City of Anaheim Municipal Code.

The parking demand estimates were developed for each individual land use based on peak parking demand factors contained in the ITE publication *Parking Generation*, 2nd Edition. The parking demand calculation for each land use is provided in Table 11 of Appendix B. The demand rates are those published by the ITE and the Urban Land Institute. The mode split adjustments were applied to be consistent with the trip generation calculations presented earlier in this section. In reality, not all of the parking demands peak at the exact same time. A calculation of the number of spaces which would be required by City of Anaheim Municipal Code if each component of the project were treated separately is provided in Table 12 of Appendix B. The total code requirement would be 7,668 spaces. The Municipal Code notes that for recreation type facilities (e.g., Pointe Anaheim), "due to the unique nature of these types of uses, parking requirements shall be determined by the City Traffic and Transportation Manager and/or Planning Commission based upon the nature and extent of the intended uses and upon information contained in a parking demand study prepared by an independent traffic engineer licensed by the State of California." The analysis provided below constitutes such a parking demand study.

The Urban Land Institute (ULI) has published a methodology which is widely used in determining how parking facilities may be shared by multiple land uses. The ULI Shared Parking methodology was applied by MMA and is reflected in Tables 19 and 20 of Appendix B. The ULI methodology identifies how the parking demands by land use vary by hour of the day, in terms of the percentage of peak demand. For example, the retail parking demands are shown to reach 100 percent of peak demand at 2:00 PM, whereas the restaurant demands reach their peak at 7:00 PM. Table 20 of Appendix B provides an analysis of the peak parking demand for the proposed project with live theaters. It is based on the assumption that there will be two full shows (e.g., Broadway productions or multi-performer live shows) at each theater during the day (one afternoon show and one evening show). The peak parking demand is reached at 8:00 PM and totals 4,217 spaces. Table 19 of Appendix B provides a similar calculation for the alternative with a multiplex movie theater, illustrating that the peak parking demand again occurs at 8:00 PM, but at a slightly reduced level of 4,128 spaces. The City Traffic and Transportation Manager requested a five percent margin on top of the projected peak parking demand, equating to a total parking requirement of 4,428 spaces.

The proposed parking supply should be designed to include 4,428 spaces when the parking garage is finally designed. It is likely that the hotels will employ valet parking operations which would be able to "flex" this parking supply to increase it by several hundred spaces through the use of tandem parking or stack parking cars in the aisles during special events which might cause an unusual peak parking demand.

An estimate was also made of the number of bus parking spaces required on-site. Assuming that 10 percent of the hotel patrons arrive by tour buses, overnight parking for 10 buses would be required. This assumes the 1,050 rooms are 90 percent occupied with an average of 2.5 persons per room and 25 persons per tour bus. In addition, tour buses are expected to transport patrons to the live theater events. With 4,600 seats, assuming 10 percent come by tour bus and 10 percent

by shuttles, parking for 12 tour buses would be required (at 40 theater patrons per bus). Allowing for some additional bus parking for retail patrons or restaurant visitors, a total of 25 bus parking spaces should be provided on-site. The bus parking spaces are proposed to be provided in the lower level of the parking garage. It is not expected that the smaller shuttle buses will require parking spaces, but rather drop off and pick up areas. They will be provided a designated off-street drop off/pick up area along the Harbor Boulevard frontage of the project. A one-way circulation pattern is provided through the shuttle drop off area. The length of curb along which shuttles could stop to drop off or pick up passengers is approximately 160 feet, which could accommodate at least five shuttles at a time. The estimated demand for shuttles is one every two minutes. The shuttle drop off/pick up zone off of Harbor Boulevard could easily accommodate this level of demand. Some of the shuttles are also likely to be operated by the Pointe*Anaheim hotels and could also use the passenger loading zones in the porte cochere areas in front of each hotel.

The 1,492,000 square foot parking garage can be designed to include at least the project demand of 4,428 auto parking spaces and 25 bus parking spaces. Subtracting 30,000 square feet for bus parking (at one space per 1,200 square feet) leaves 1,462,000 square feet for auto parking. At one space per 300 square feet, the 1,492,000 square foot structure could accommodate 4,873 self-park parking spaces. With the use of tandem spaces for employees or valet-parked cars, the proposed structure could accommodate even more vehicles. The management of Pointe*Anaheim will be able to "flex" the supply of parking within the 1,492,000 square foot garage through the use of valet operations. The proposed project will have adequate on-site parking to meet its peak parking demands and will not result in any adverse parking impacts.

4.3.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, appropriate traffic signal assessment fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit or credit given for City-authorized improvements. (MM 3.3-2)
2. Prior to approval of the first final subdivision map or issuance of the first building permit, whichever occurs first, the property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate rights-of-way (as indicated in the General Plan Circulation Element) for the following arterial highway/street half-sections on or adjacent to parcels under its ownership to the City of Anaheim:
 - a. Katella Avenue (to ultimate 8-lane facility)
 - e. Harbor Boulevard
 - f. Disney Way
 - j. Freedman Way (MM 3.3-3A)
3. Within 120 days of acquiring properties adjacent to arterial highways/street intersection half sections included in (MM 3.3-3A), if, after the initial dedications, any additional parcels are acquired by the property owner/developer adjacent to the arterial highway/street intersection half-sections included in (MM 3.3-3A), the applicant shall notify the City in writing of said acquisition and the ultimate rights-of-way for said properties shall be irrevocably offered for dedication to the City of Anaheim. (MM 3.3-3B)

Additional Mitigation Measures

4. Prior to approval of the first grading plan, a phasing plan shall be submitted for review and approval to the City Engineer demonstrating how the following improvements, as approved by the City Engineer, will be constructed by the property owner/developer:
 - Freedman Way/Pointe*Anaheim driveway intersection and signal;
 - Freedman Way between Disney Way and Katella Avenue (including the median); and
 - Dual westbound and northbound left turn lanes at the intersection of Disney Way and Freedman Way
5. Prior to issuance of each building permit, appropriate traffic impact and improvement fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit with credit given for City-authorized improvements provided by the property owner/developer; and participate in all applicable reimbursement or benefit districts which have been established.
6. Access roads leading up to the parking facilities shall be sized to accommodate traffic at peak hours, thereby substantially reducing the likelihood of backups onto City streets and freeway ramps. These access routes are to be shown on street improvement plans and are to be implemented prior to final building and zoning inspections for the parking structure.
7. Prior to issuance of the first building permit, the property owner/developer shall fully fund the implementation of the SCOOT System at the Haster Street/Katella Avenue intersection and along the Harbor Boulevard, Katella Avenue, Disney Way, and Freedman Way corridors in the Anaheim Resort area. The specific improvements to be implemented are identified in Table 4.3-8. Property owner/developer shall also fund the installation of SCOOT loop detectors at all 16 locations as well as the installation of new traffic signal controllers and cabinets at the eight locations identified in Table 4.3-8, which will also include signal preemption for fire response vehicles. Implementation will be to the satisfaction of the City Engineer. Pavement repair, if needed to provide additional conduit, will be provided by the property owner/developer to the satisfaction of the City Engineer.
8. On-going during construction and operation, every owner and/or lessee shall be a voting member of the Anaheim Transportation Network (ATN), subject to the terms and provisions of the by-laws and association rules of the ATN.

Every owner and/or lessee shall participate in ATN coordinated transportation demand management efforts designed to decrease traffic congestion and increase ridesharing.

Every owner and/or lessee shall financially participate in the operation of a clean fuel shuttle system, if established.

Every owner and/or lessee shall designate an on-site contact who will be responsible for coordinating with the ATN and implementing all trip mitigation measures.
9. Prior to final site plan approval, a Parking Structure Layout and Signing Plan demonstrating a layout of required parking spaces and signage shall be provided to the Public Works Department, Traffic and Transportation Manager, for review and approval.

**TABLE 4.3-8
LOCATIONS FOR IMPLEMENTATION OF
SCOOT SIGNAL SYSTEM UPGRADE MITIGATION MEASURE**

Intersection	Install SCOOT Loop Detectors	Install 2070 Traffic Signal Controller
Ball & Harbor	X	
Harbor & I-5 NB Ramps	X	
Harbor & I-5 SB Ramps	X	
Harbor & Manchester	X	
Harbor & Esplanade	X	
Harbor & Disney Way	X	
Harbor & Katella	X	
Katella & Freedman	X	
Katella & Haster	X	X
Katella & I-5 SB Ramps	X	X
Katella & I-5 NB Ramps	X	X
Katella & Lewis	X	X
Freedman & Disney Way	X	X
Disney Way & I-5 SB Ramps	X	X
Disney Way & Haster	X	X
Freedman & Pointe*Anaheim Access	X	X

10. Prior to the final building and zoning inspection and on-going during project operation, the property owner/developer will implement and administer a comprehensive Transportation Demand Management (TDM) program for all employees. Objectives of the TDM program shall be to increase ridesharing and use of alternative transportation modes by guests and provide a menu of commute alternatives for employees to reduce project-generated trips.

A menu of TDM program strategies and elements for future employee commute options include, but are not limited to, the following:

- Onsite Service. Onsite services, such as food, retail, and other services be provided.
- Ridesharing. A computer listing of all employee members be developed for the purpose of providing a "matching" of employees with other employees who live in the same geographic areas and who could rideshare.
- Vanpooling. A computer listing of all employees for the purpose of matching numbers of employees who live in geographic proximity to one another and could comprise a vanpool.
- Transit Pass. Southern California Rapid Transit District and Orange County Transportation Authority (including commuter rail) passes be promoted through financial assistance and onsite sales to encourage employees to use the various transit and bus services from throughout the region.

- Commuter Bus. As commuter “express” bus service expands throughout the region, passes for use on these lines may be provided for employees who choose to use this service. Financial incentives be provided.
 - Shuttle Service. A computer listing of all employees living in proximity to the project be generated, and a local shuttle program offered to encourage employees to travel to work by means other than the automobile.
 - Bicycling. A Bicycling Program be developed to offer a bicycling alternative to employees. Secure bicycle racks, lockers, and showers be provided as part of this program. Maps of bicycle routes throughout the area be provided to inform potential bicyclists of these options.
 - Rental Car Fleet. A “fleet vehicle” program be developed to provide employees who travel to work by means other than an automobile with access to automobiles in case of emergency, medical appointments, etc. This service would help employees use alternative modes of transportation by ensuring that they would be able to have personal transportation in the event of special circumstances.
 - Guaranteed Ride Home Program. A program to provide employees who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift.
 - Target Reduction of Longest Commute Trip. An incentives program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips.
 - Stagger shifts.
 - Develop a “compressed work week” program, which provides for fewer work days but longer daily shifts as an option for employees.
 - Explore the possibility of a “telecommuting” program that would link some employees via electronic means (e.g., computer with modem).
 - Develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work.
 - Access. Preferential access to high occupancy vehicles and shuttles may be provided.
 - Financial Incentive for Ridesharing and/or Public Transit. (Currently, Federal law provides tax-free status for up to \$60 per month per employee contributions to employees who vanpool or use public transit including commuter rail and/or express bus pools).
 - Financial Incentive for Bicycling. Employees offered financial incentives for bicycling to work.
 - Special “Premium” for the Participation and Promotion of Trip Reduction. Ticket/passes to special events, vacations, etc. be offered to employees who recruit other employees for vanpool, carpool, or other trip reduction programs.
 - Actively recruit prospective employees residing within a 30-minute commute shed.
 - Design incentive programs for carpooling and other alternative transportation modes so as to put highest priority on reduction of longest commute trips.
11. Prior to the first final building and zoning inspection, the property owner/developer will provide a Parking Maintenance and Operation Plan to the Public Works Department, Traffic and Transportation Manager, for review and approval; and, said Plan shall be implemented on an on-going basis during project operation.
12. Prior to the final building and zoning inspection, the property owner/developer will provide, to the Public Works Department for review and approval, an Access Management Plan for entrance to the Family Entertainment Center to be located on the top of the parking structure. The Plan will designate how access will be controlled to the Center through the use of a “Smart Card” or other approved mechanism provided to visitors after purchase at

an establishment within Pointe*Anaheim, and to guests in the Point*Anaheim hotels; in addition, the Plan will explain how the access will expire within 7 days of issuance. The Plan will be implemented concurrently with the opening of the Family Entertainment Center.

4.3.4 SIGNIFICANCE OF TRANSPORTATION AND CIRCULATION

The three percent increase in capacity associated with the implementation of the SCOOT System results in the levels of service forecast in Table 4.3-9, 2010 Intersection Operations with Pointe*Anaheim Mitigation. All of the study intersections are either improved or not affected by the proposed project in the AM peak hour with the implementation of the project mitigation measures. In the PM peak hour, six locations including the Haster Street/Katella Avenue intersection are improved over the Base Case, and three locations are unchanged as a result of the project, following implementation of the proposed mitigation measures. No intersections remain significantly impacted by the proposed project. The proposed mitigation measures fully mitigate the project traffic impacts, leaving no residual impacts.

TABLE 4.3-9
2010 INTERSECTION OPERATION WITH POINTE*ANAHEIM MITIGATION

Intersection	2010 Base Case (Existing Anaheim Resort Plan)				2010 with Pointe*Anaheim Including Mitigation				Change in ICU		Significant Impact?	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
Harbor/Ball	0.77	C	1.03	F	0.74	C	1.00	E	-0.03	-0.03	No	No
Harbor/I-5 NB Ramps	0.43	A	0.72	C	0.40	A	0.70	B	-0.03	-0.02	No	No
Harbor/I-5 SB Ramps	0.66	B	0.82	D	0.63	B	0.83	D	-0.03	0.01	No	No
Harbor/Disney Way	0.40	A	0.74	C	0.37	A	0.79	C	-0.03	0.05	No	No
Harbor/Katella	0.82	D	0.83	D	0.79	C	0.84	D	-0.03	0.01	No	No
Disney Way/Freedman	0.25	A	0.43	A	0.20	A	0.65	B	-0.05	0.22	No	No
Freedman/Katella	0.81	D	0.86	D	0.77	C	0.76	C	-0.04	0.00	No	No
I-5 SB Ramps/Disney Way	0.31	A	0.50	A	0.28	A	0.49	A	-0.03	-0.01	No	No
Anaheim/Haster/Disney Way	0.62	B	0.73	C	0.59	A	0.73	C	-0.03	0.00	No	No
Haster/Katella	0.94	E	0.93	E	0.90	D	0.92	E	-0.04	-0.01	No	No
Haster/Orangewood	0.80	C	0.88	D	0.80	C	0.88	D	0.00	0.00	No	No
Katella/I-5 SB Ramps	1.05	F	0.66	B	1.02	F	0.63	B	-0.03	-0.03	No	No
I-5 NB Ramps/Katella	0.84	D	0.87	D	0.81	D	0.84	D	-0.03	-0.03	No	No

4.4 AIR QUALITY

4.4.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 divided air quality impacts into four major categories: 1) construction impacts, 2) operational regional impacts, 3) operational local impacts, and 4) cumulative impacts. The following is a summary of each category as discussed in EIR 311. The total peak day construction emissions for The Disneyland Resort, without emissions, was projected to exceed South Coast Air Quality Management District (SCAQMD) significance thresholds for reactive organic gases, nitrogen oxides, carbon monoxide, and PM10.

Operational impacts of The Disneyland Resort could result from direct emissions from stationary sources on the site, direct and indirect emissions resulting from utility usage onsite, and vehicular emissions resulting from employee, visitor, and service vehicles, both onsite and traveling to and from the site. Previous analysis showed that project-related increases in sulphur oxides and PM10 emissions were below SCAQMD significant thresholds. Increases in reactive organic gases, nitrogen oxides, and carbon monoxides emissions exceeded SCAQMD thresholds.

EIR No. 311 concluded that increases in emissions from construction related activities of The Disneyland Resort would not result in a significant adverse impact on a cumulative basis. Similarly, stationary sources and utilities would not contribute to adverse impact on a cumulative basis after offsetting pursuant to SCAQMD regulations. In addition, local air quality impacts would not result in a significant adverse local carbon monoxide impact on a project or cumulative basis. However, the increase in emissions from vehicle trips associated with the project, without mitigation, would contribute on a cumulative basis.

4.4.2 PROJECT IMPACTS

This section summarizes the Pointe*Anaheim Air Quality Analysis prepared by JHA Environmental Consultants, LLC. The technical report is provided in its entirety in Appendix C.

Existing Air Quality Setting

The project site is in the South Coast Air Basin (SCAB), a 6,600 square mile area comprised of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin's climate and topography are highly conducive to the formation and transport of air pollution. Characteristics of both were fully discussed in the Disneyland Resort EIR No. 311. Air quality conditions and regulatory actions which have occurred since that document was certified are detailed in Appendix C.

The South Coast Air Quality Management District (SCAQMD) samples ambient air at monitoring stations throughout the SCAB. Anaheim is in the Central Coastal Receptor Area of Orange County. The air monitoring regional station for this source receptor area is located in Anaheim. Contaminant levels in air samples are compared to national and state air quality standards to determine air quality.

The SCAQMD air monitoring station at Anaheim monitors ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulates. The SCAB is an attainment area for the national sulfur dioxide standard. Data at the Anaheim station for the four pollutants for which the SCAB is designated a non-attainment area for the national ambient air standards are presented in Table 4.4-1, Summary of Air Quality Data Central Orange County Source/Receptor Area.

TABLE 4.4-1
SUMMARY OF AIR QUALITY DATA^a
CENTRAL ORANGE COUNTY SOURCE/RECEPTOR AREA

Pollutant Standards	1993	1994	1995	1996	1997
Ozone (O ₃)					
State standard (1-hr. avg. >0.09 ppm)					
National standard (1-hr avg. >0.12 ppm)					
Maximum concentration	.17	.21	.13	.13	.10
Number of days state standard exceeded	23	24	19	9	1
Number of days national standard exceeded	3	5	2	1	0
Carbon Monoxide (CO) ^c					
State standard (1-hr. avg. >20 ppm)					
National standard (1-hr avg. >35 ppm)					
State standard (8-hr. avg. ≥9.1 ppm)					
National standard (8-hr avg. ≥9.5 ppm)					
Maximum concentration 1-hr period	15	12	10	9	8
Maximum concentration 8-hr period	7.7	8.6	8	7.5	5.8
Number of days state/Nat'l 1-hr standard exceeded	0	0	0	0	0
Number of days state/Nat'l 8-hr standard exceeded	0	0	0	0	0
Nitrogen Dioxide (NO ₂)					
State standard (1-hr avg. >0.25 ppm)					
National standard (0.0534 AAM in ppm)					
Annual arithmetic mean	.0354	.0380	.0371	.0319	.0322
Percent national standard exceeded	0	0	0	0	0
Maximum 1-hr concentration	.20	.19	.18	.15	.13
Number of days state 1-hr standard exceeded	0	0	0	0	0
Suspended Particulates (PM ₁₀)					
State standard (24-hr. avg. >50 µg/m ³)					
National standard (24-hr avg. >150 µg/m ³)					
Maximum 24-hr concentration	92	106	172	101	91
Percent samples exceeding state standard	21.3	18	23.3	10	18.3
Percent samples exceeding national standard	0	0	1.7	0	0
AM Annual Arithmetic Mean ppm parts per million µg/m ³ micrograms per cubic meter ^a Pollutants shown are those for which the SCAB is designated a federal nonattainment area Source: SCAQMD Air Quality Data--1993 through 1997					

The smog season in 1997 was the best ever recorded in the SCAB for both peak ozone (O₃) concentrations and number of exceedances. As shown in Table 4.4-1, the number of days that the state standard for ozone has been exceeded has decreased from 23 in 1993 to one in 1997. This improvement continues a ten year trend throughout the SCAB, which is also reflected locally. In addition, the maximum concentration one-hour period for carbon monoxide (CO) and nitrogen dioxide (NO₂) has also decreased in the past five years. Lastly, suspended particulates has also decreased in maximum 24-hour concentration from 172 in 1995 to 91 in 1997.

Project Impact Analysis

Air quality impacts are usually divided into short term and long term. Short term impacts are usually the result of construction or grading operations. Long term impacts are associated with the built

out condition of the proposed project. A project would be considered to have a significant effect on air quality if the project causes a violation of any state or national ambient quality standard, contributes substantially to existing air quality violations, exposes sensitive receptors to substantial pollutant concentrations, or conflicts with adopted environmental plans and goals of the community where it is located.

Construction-related air quality impacts resulting from the Pointe*Anaheim project are addressed in Section 4.8, Construction. Both types of impacts may occur on a local or a regional scale. The City of Anaheim relies on significance thresholds recommended by the SCAQMD in its *Air Quality Handbook*, as revised in November 1993. Construction and operational emissions are considered by the SCAQMD to be significant if they exceed the thresholds shown in Table 4.4-2, Emission Thresholds of Significance.

**TABLE 4.4-2
EMISSION THRESHOLDS OF SIGNIFICANCE**

Pollutant	Construction		Operations pounds/day
	pounds/day	tons/quarter	
Carbon Monoxide (CO)	550	24.75	550
Sulfur Oxides (SO _x)	150	6.75	150
Nitrogen Oxides (NO _x)	100	2.5	55
Particulate Matter (PM10)	150	6.75	150
Reactive Organic Compounds (ROC)	75	2.5	55
Source: South Coast Air Quality Handbook, 1993			

In addition, the SCAQMD considers any increase in carbon monoxide concentrations in an area that already exceed national or state CO Standards to be significant if the increase exceeds one part per million (ppm) for a one-hour average or 0.45 ppm for an eight-hour average.

Operational Impacts

Regional

Emissions will result principally from travel to and from the project site, with some emissions attributed to natural gas usage and electricity consumption. Based on a study by Hamilton, Rabinovitz and Alshuler that determined local guests to The Disneyland Resort would not represent new trips but would substitute for other recreational trips within the South Coast Air Basin, the regional emission estimates in EIR No. 311 did not include local trips to the Resort by residents in the calculations of emissions. In addition, EIR No. 311 assumed that hotel guests at the destination resort would not take the usual number of trips associated with hotel use but instead would leave their cars in the parking lot and visit other attractions in the immediate vicinity during their stays, either on foot or by shuttle or other local transportation. Therefore, emission estimates for visitors were based on vehicle trips to and from the Resort, including taxi and bus trips from airports serving the facility. EIR No. 311 assumed that the entire project would be advertised as a destination resort, therefore encouraging achievement of the reduced trip assumptions.

In a separate study for the adjacent Anaheim Resort Specific Plan EIR, Austin-Foust Associates Inc. confirmed that the same assumptions used for the Disneyland Resort area were applicable to

the Anaheim Resort Specific Plan area since the facilities would serve and support both Disneyland Resort and Anaheim Convention Center guests. Therefore, the same assumptions used in The Disneyland Resort EIR (EIR No. 311) regarding trips were used to assess potential air quality impacts and to insure consistency in analyzing impacts throughout the Anaheim Resort area.

This analysis for the Pointe* Anaheim project used the assumptions relative to visitor use at the retail and entertainment centers to compare regional emissions from the proposed project to those that would occur on the site as presently permitted. The Disneyland Resort EIR considered hotel uses for a portion of the Parking District, East Parking Area site, but did not calculate air emissions from these hotels separately from the total project. Only new visitor trips to the resort by persons living outside the air basin were included in EIR No. 311's calculations of regional emissions and trip emissions by type of land use were not broken out. Visitor trips were assumed to average 40 miles in length, based on estimates of existing Disneyland visitors means of arrival and point of origin. Employee trips were estimated on the basis of surveys of existing Disneyland employee travel distances and vehicle occupancy rates. No other trips to hotels by residents of the region or by non-residents to other destinations in the region were included in the EIR's regional air quality analysis.

Because neither the hotels permitted for this site nor the Pointe*Anaheim project are within the control of Disneyland management, different assumptions were used in this analysis to develop trip lengths for employees and hotel guests and to determine the number of trips. The number of employee and visitor trips for both the permitted hotels and the Pointe*Anaheim land uses were estimated by Meyer Mohaddes and Associates. Trip lengths were estimated based on average home to work trip lengths in Orange County in the year 2010 contained in the SCAQMD 1993 *CEQA Air Quality Handbook*. Hotel visitor trips were assumed to average 20 miles in length, and included both visitors from out of the region and regional visitors using the hotel for meetings and special events. The average daily speed of 25 miles per hour assumed for Orange County in 2010 in the SCAQMD 1993 *CEQA Air Quality Handbook* was used. Local visitor trips are included in the totals for both the permitted and Pointe*Anaheim hotels. All trips were assumed at 1.0 AVR. Visitor trips for movies, restaurants and other uses proposed for the site are excluded from the emissions analysis, consistent with previous analyses for The Disneyland Resort EIR and the Anaheim Resort Specific Plan EIR that these sites would either serve visitors staying in nearby hotels or would substitute for other trips by residents of the air basin that were already accounted for in regional air quality management plans.

All emissions were calculated for the year 2010, using the current emission factors, MVEI7G. Emissions were previously estimated for the year 2000, using EMFAC7EP, which results in higher emissions, given the same assumptions, than are shown in Table 4.4-3, Total Operational Emissions by Alternative and Pollutant Source Category. Calculations are contained in Appendix C to this report.

Conclusion

Emissions of carbon monoxide, reactive organic compounds, and nitrogen oxides will add significantly to regional totals for both the permitted uses and Pointe*Anaheim uses, but regional emissions from the Pointe*Anaheim project will be lower than emissions from the hotel rooms presently permitted for the site (up to 75 rooms per gross acre). Studies undertaken for the EIR's for The Disneyland Resort Specific Plan and the Anaheim Resort Specific Plan support the conclusion that new regional air emissions would be generated by visitors from outside the air basin and by additional employees but that trips to the Anaheim Resort area by existing residents of the region would only substitute for recreational and shopping trips to other destinations. Therefore, the trips generated by the project would add no new air emissions not previously accounted for by regional air quality plans.

TABLE 4.4-3
TOTAL OPERATIONAL EMISSIONS
BY ALTERNATIVE AND POLLUTANT SOURCE CATEGORY
(in pounds per day)

Source Category	Pollutant									
	CO		ROC		NOx		SOx		PM10	
	P	PA	P	PA	P	PA	P	PA	P	PA
Motor Vehicles ¹	1232	969	103	83	105	60	--	--	7	6
Natural Gas	6	5	2	1	35	31	--	--	--	--
Electricity	10	15	1	1	58	86	--	9	--	3
TOTAL EMISSIONS	1248	989	106	85	198	177	0	9	7	9
SCAQMD SIGNIFICANCE THRESHOLDS	550		55		55		150		150	
Significant?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
¹ Based on trip estimates developed by Meyer, Mohaddes Associates, Inc. as follows: hotels assumed at one employee per room in peak season generating 1.19 trips per employee (source: The Disneyland Resort EIR); employees at Retail/Dining/Entertainment (RDE) assumed to generate 20.5 percent of total RDE trips (source: The Disneyland Resort EIR) P Permitted based on current entitlements for the site PA Pointe*Anaheim Project										

Local Operational Impacts

Unlike ozone and nitrogen dioxide, which form in the atmosphere, the highest CO concentrations occur in a localized area near an emissions source. CO concentrations are reduced downwind of a source through atmospheric dispersion and the effects are reduced substantially with each additional 100 feet from the emission source. While trips by persons residing elsewhere in the air basin who come to Pointe*Anaheim are substitutes for trips to other destinations and add no new regional emissions, they do contribute to potential local carbon monoxide hotspot formation. Therefore, all trips are accounted for in assessing potential carbon monoxide concentrations.

Carbon monoxide impacts were assessed with CARB's CALINE4 Air Quality Model, utilizing EMFAC7G wintertime emission factors, which are the most current CARB emission factors. Three previously analyzed intersections which are impacted by the project and/or experience heavy volumes of baseline traffic were selected on the basis of Meyer Mohaddes' traffic study. The Caline analyses for one-hour and eight-hour carbon monoxide concentrations were based upon the following assumptions:

- Eight-hour averages are extrapolated using techniques outlined in the California Department of Transportation Air Quality Technical Analysis Notes at .70 of the 1-hour modeled concentrations.
- Concentrations are given in parts per million (ppm) at each receptor location.
- A temperature of 50°F was selected. This is the wintertime temperature used for the midnight traffic analysis in The Disneyland Resort EIR. It results in higher CO

concentrations than the summertime temperatures used in the Disneyland Resort EIR to coincide with the heaviest traffic periods.

- Receptor points were set at eight meters from the curb.

Local CO impacts were assessed consistent with the methodology used in The Disneyland Resort EIR where background concentrations were not added to modeled concentrations because the Anaheim Monitoring station is located in such close proximity to Disneyland that it reflects baseline conditions in 1991 and in 2010. This analysis estimates future baseline conditions without the project, which includes cumulative traffic from expansion at Disneyland and other projects in the Anaheim Resort Area, and future conditions with the project in 2010 and compares them to projected 2010 concentrations shown in The Disneyland Resort EIR. Concentrations for the PM hour, which is the period of heaviest project-related traffic, are shown in Tables 4.4-4 and 4.4-5.

TABLE 4.4-4
PEAK 1-HOUR PM CO CONCENTRATIONS¹
(in ppm)

	1991	2010			
Intersection	Monitored Concentration ^a	Projected Monitored Concentration ^a	No Project	Project	Increase with Project
Harbor/Ball	21	5.7	2.2	2.3	0.1
Harbor/Katella	21	5.7	1.9	1.9	0.0
Freedman/Katella	21	5.7	2.0	2.0	0.0
^a Source: The Disneyland Resort EIR 1993, JHA Environmental Consultants, 1998					

TABLE 4.4-5
PEAK 8-HOUR PM CO CONCENTRATIONS¹
(in ppm)

	1991	2010			
Intersection	Monitored Concentration ^a	Projected Concentration ^a	No Project	Project	Increase with Project
Harbor/Ball	8.6	4.0	1.54	1.61	0.07
Harbor/Katella	8.6	4.0	1.33	1.33	0.00
Freedman/Katella	8.6	4.0	1.40	1.40	0.00
Source: The Disneyland Resort EIR 1993, JHA Environmental Consultants, 1998					

Conclusion

The results show that all intersections will be well below state and national one-hour and eight-hour carbon monoxide standards in 2010. They would all be substantially below the state one-hour standard of 20 ppm and the eight-hour standard of 9.0 ppm even if the projected background concentration had been added to the modeled concentration. The project will have no significant impact on local air quality.

Consistency with Regional Air Quality Plans

The job/housing balance conformity demonstration required by the Southern California Association of Governments (SCAG) for The Disneyland Resort EIR is no longer required because the job/housing balance control measure was deleted from the 1994 Air Quality Management Plan, which is now the State Implementation Plan for the region. SCAG has determined that all projects that are within the overall growth forecasts for the subregion in which they are located through the year 2015 are consistent with the growth forecasts incorporated in the 1994 and 1997 AQMPs and are therefore consistent with the AQMP, even when the underlying zoning may not be consistent with local general plans. All regional air quality impacts are considered by SCAG to be mitigated by the AQMP. The project is in the Orange County subregion and is consistent with employment growth forecasts for Orange County.

4.4.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, the property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department. (MM 3.4-2)
2. On-going during operation of the Pointe*Anaheim project, the property owner/developer shall schedule goods movements for off-peak traffic hours to reduce emissions to the extent practicable. (MM 3.4-3)
3. Prior to issuance of each building permit, the property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications. (MM 3.4-5)
4. Prior to issuance of each building permit, the project design will incorporate the following energy-saving features which will also contribute to reduced emissions:
 - Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.
 - Efficient heating and other appliances.
 - Incorporation of appropriate passive solar design.
 - Proper sealing of buildings. (PDF 3.4-6)

Additional Mitigation Measures

5. On-going during project operations, the property owner/developer shall participate in marketing programs which promote the Anaheim Resort area as a mini-vacation site to encourage use of facilities within the area rather than taking cars to destinations off-site.

4.4.4 SIGNIFICANCE OF AIR QUALITY IMPACTS

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with air quality.

4.5 NOISE

4.5.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 assessed the potential noise impacts associated with fireworks, traffic, and a proposed amphitheater (within The Disneyland Resort project). It was concluded that with implementation of required mitigation measures, noise impacts from the fireworks and amphitheater associated with the Disneyland Resort project would be reduced to a level considered less than significant. Noise level increases from traffic in the year 2000 were less than 3 dBA compared to existing (1992) levels, and were not considered significant. In the year 2010, there were four roadway segments that resulted in cumulative noise level increases greater than 3 dBA: Cerritos Avenue between Walnut Street and West Drive/Disneyland Drive; Orangewood Avenue from west of Haster Street to I-5; West Street/Disneyland Drive north of Ball Road; and, Interstate 5 between State College Boulevard and State Route 22. Contributions from project-related noise were identified as less than 0.4 dBA for these roadway segments. Consequently, the identified noise level changes attributable to the traffic from The Disneyland Resort Specific Plan area were not considered significant. The cumulative noise increase was not considered significant because there were no noise sensitive land uses along the roadway segments. EIR No. 311 concluded that The Disneyland Resort Specific Plan would not result in significant unavoidable noise impacts.

4.5.2 PROJECT IMPACTS

A noise assessment for the Pointe*Anaheim project was prepared by Mestre Greve Associates (September 1998). The noise assessment is summarized herein and included in its entirety in Appendix D. Construction-related noise impacts are discussed in Section 4.8, Construction.

Measured Noise Levels

Noise measurements were conducted on September 15th, 1998. Two sites were selected on the basis of proximity to the project site. The two measurement locations that were selected are shown in Appendix D and include the Marriott Residence Inn east of the site along Freedman Way and the Castle Inn west of the site along Harbor Boulevard. These uses were selected for measurements due to their proximity to proposed Pointe*Anaheim uses. These sites were selected because they could experience changes in ambient noise as a result of the project's implementation. Noise sensitivity of the land use was also considered when the sites were selected. The noise measurements were conducted between the hours of 8 p.m. and 10 p.m.

The results of the ambient short-term noise measurements at each site are depicted in Table 4.5-1, Noise Measurement Results. These figures also depict the date and time of the measurement and the primary noise source affecting the noise environment. The quantities measured were the Equivalent Noise Level (Leq), the maximum noise level (Lmax) and the Percent Noise Levels (L percent). During the measurements, the dominant source of noise was automobile traffic from local and distant sources.

Traffic Noise Impacts to Offsite Uses

In order for the Pointe*Anaheim project to have a significant adverse noise level impact, the following three conditions must exist: (1) the proposed project must generate a noise level increase that is considered "significant" (a significant noise increase is defined as an increase of at least one to three decibels-more information on this subject is contained in Appendix D); (2) the noise increase must occur in a noise sensitive area (residential areas, parks, hospitals, schools, and churches are typically considered "noise sensitive"); and (3) noise levels in the sensitive receptor

areas in the project vicinity exceed any of the City of Anaheim noise standards (or generally acknowledged standards) as a result of the project's implementation.

**TABLE 4.5-1
NOISE MEASUREMENTS RESULTS**

Site	Leq	Lmax	Lmin	L1.7	L8.3	L25	L50	L90
1. Marriott Residence Inn	58.9	76.4	46.6	69.4	64.2	58.4	52.8	48.0
2. Castle Inn	54.0	66.7	48.0	56.2	53.6	52.2	51.0	49.8
Source: Mestre Greve Associates, September, 1998.								

The City of Anaheim exterior noise standard for residential land use is 65 CNEL, and the interior noise standard for residential land use is 45 CNEL. In addition to the noise standards for residential areas, the City has an interior noise standard of 50 CNEL for commercial office space (for the purposes of this study, the 50 CNEL interior standard for commercial office space will also be applied to the proposed interior retail space within the project site). These are the relevant standards for the proposed project.

This section details the change in noise levels generated by the project compared to current entitlements. Table 4.5-2, Noise Level Changes by the Pointe*Anaheim Project, shows the difference in noise levels along the roadways in the project vicinity. The table shows a noise level increase or decrease attributable to the project based upon the p.m. peak hour traffic volumes supplied by Meyer, Mohaddes Associates, Inc. The table shows various intersections in the project area and specifies a noise level difference for the north, south, east and west legs of the intersections. None of the links shown would experience an increase or decrease of greater than 1 dBA because of the project.

The greatest noise level difference generated by the project occurs at the north leg of the intersection of the Interstate 5 southbound ramps and Disney Way. Traffic noise levels will increase 0.9 dBA as a result of the project's implementation. This is not a significant noise level increase. In community noise assessment, changes in noise levels greater than 3 dB are often identified as significant, while changes less than 1 dB would not be discernible to local residents.

Off-Site Operational Impacts

This section examines the potential for the operations of the Pointe*Anaheim project to impact existing land uses near the project site. There are no residential areas located in the immediate vicinity of the project. There are, however, existing hotels and motels directly adjacent to the project.

There are two primary potential sources of noise on the project site. The first is the "Entertainment" area shown on Exhibits 3-2 through 3-4. This area will potentially feature live music. An analysis of the preliminary layout of the proposed project indicates that the Residence Inn, directly to the east of the project site, may have a direct line of sight to the Entertainment area and, thus, to the live music source. Any amplified music in the Entertainment area will potentially generate noise levels that exceed the City of Anaheim Noise Ordinance and could lead to complaints from the customers of the Residence Inn.

While music can be amplified to very high levels, for this project it is presumed that the music that would be featured in the Entertainment area would not be so loud as to cause discomfort for the

patrons of the businesses located within the project. A worst case estimate of noise levels that might be generated by a live band would be a peak noise level of approximately 90 dBA at a distance of 50 feet. The Residence Inn is approximately 600 to 800 feet from where live music could be performed in the Entertainment area. At this distance, peak noise levels could reach 66 to 68 dBA (assuming a direct line of sight to the band and a band noise level of 90 dBA at 50 feet). Furthermore, an L50 noise level of 80 dBA at 50 feet can be assumed as a worst case level for live music in this area. At the Residence Inn, L50 noise levels would reach 56 to 58 dBA. The peak noise levels would not exceed any noise ordinance values, but the L50 levels would exceed the City of Anaheim L50 ordinance value of 55 dBA. Implementation of the mitigation measure identified in section 4.5.3, Mitigation Measures, will reduce this impact to a level considered less than significant.

TABLE 4.5-2
NOISE LEVEL CHANGES BY THE POINTE*ANAHEIM PROJECT

Intersection	Project Generated Decibel Increase (or Decrease)			
	North	South	East	West
Harbor Blvd./Ball Road	0.0	0.0	0.0	0.0
Harbor Blvd./I-5 NB Ramps	0.2	0.1	0.3	0.1
Harbor Blvd./I-5 SB Ramps	0.3	0.3	0.1	0.4
Harbor Blvd./Freedman/Disney Way	0.5	0.2	0.3	0.1
Harbor Blvd./Katella Avenue	0.0	0.0	0.0	0.0
Clementine St./Freedman/Disney Way	0.0	0.0	0.0	0.0
Clementine St./Katella Avenue	0.2	0.0	0.3	0.2
I-5 SB Ramps/Freedman/Disney Way	0.2	0.9	0.6	0.5
Haster St./Freedman/Disney Way	0.1	-0.7	0.1	-0.4
Haster St./Katella Avenue	0.1	0.1	0.1	0.2
Haster St./Orangewood Avenue	0.1	0.0	0.4	0.5
Freedman/Disney Way/Katella Avenue	0.0	0.1	0.1	0.1
I-5 NB Ramps/Katella Avenue	0.1	0.0	0.1	0.1
Source: Mestre Greve Associates, September, 1998.				

The Family Entertainment Center area of the proposed project is located directly adjacent to the Castle Inn (refer to Exhibit 3-4, Roof Plan). Activities in this area, however, are not a source of great concern regarding noise impacts because there are no significant noise sources within this use. All of the rooms face away from the Pointe*Anaheim project and none of the guest rooms in the Castle Inn have any windows facing the proposed project. Therefore, there is no direct line of sight from the Castle Inn to the proposed project.

Parking lot noise is also not a concern for the occupants of the Castle Inn. The Pointe*Anaheim parking structure is open towards the rooms, but there are no windows facing the parking structure. The side of the Castle Inn that faces the project is a solid concrete or brick wall with no openings. A maximum noise level that may be generated within the parking structure would be approximately 80 dBA at a distance of approximately 20 feet. The concrete wall would reduce noise levels from

the parking structure at least 30 dBA. Thus, the maximum noise levels that would be experienced within the hotel would be 50 dBA. This noise level does not exceed any City of Anaheim noise ordinance values.

Noise generated from the project would also not adversely impact the Super 8, Samoa, or Holiday Inn Express. As previously noted, the Pointe*Anaheim project would not have an adverse noise impact on the two nearest hotels/motels to the project site (the Marriott Residence Inn and the Castle Inn). The Super 8, Samoa, and Holiday Inn Express are farther away from the project site and are exposed to higher levels of existing ambient noise as they lie directly adjacent to Katella Avenue.

After implementation of mitigation measures, no exceedances of the City of Anaheim Noise Ordinance are anticipated for this area.

4.5.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

There are no mitigation measures from EIR No. 311 applicable to the Pointe*Anaheim project.

Additional Mitigation Measures

1. Prior to the approval of a final site plan, the design and orientation of any use, such as those which could involve amplified live music and open-air festival events and the family entertainment center, shall be reviewed by a certified acoustical engineer. The property owner/developer shall submit a report, for review and approval by the City, to ensure that noise from areas which involve live amplified music, open-air festival events, or the family entertainment center, do not exceed the noise levels established by the City of Anaheim Sound Pressure Level Ordinance.
2. Prior to final building and zoning inspections, a Noise Monitoring Program prepared by a certified acoustical engineer shall be submitted to the Planning Department for review and approval for any component of Pointe*Anaheim that has the potential to involve amplified music or noise from open-air festival events including the family entertainment center; and, within nine months of commencement of said activity, the property owner/developer shall submit the results of the Noise Monitoring Program conducted by a certified acoustical engineer to ensure that there are no violations of the Sound Pressure Level Ordinance from the Pointe*Anaheim activity outside the Project. If noise in excess of the Sound Pressure Level Ordinance is detected, the property owner/developer shall modify operations within three days to bring the noise-generating activity into conformance with the Sound Pressure Level Ordinance.

4.5.4 SIGNIFICANCE OF NOISE IMPACTS

With implementation of the identified mitigation measure, the project would not result in any significant unavoidable adverse noise impacts.

4.6 EARTH RESOURCES - GEOLOGY, SOILS AND SEISMICITY

4.6.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The potential impacts to earth resources resulting from the implementation of the Disneyland Resort Specific Plan were addressed in EIR No. 311. The project site is proximate to several geologically active and potentially active faults. As identified in EIR No. 311, the active and potentially active faults which are capable of generating the strongest ground motion at the site include the Newport-Inglewood, Whittier, and Elsinore faults. Other faults that may be capable of generating strong ground motion at the site include faults located offshore (e.g., Palos Verdes Fault Zone), more distant onshore faults (e.g., San Jacinto and San Andreas faults), and local faults (e.g., Norwalk and Peralta Hills faults).

EIR No. 311 identified that, as with all of Southern California, the project site is exposed to the secondary impacts of earthquakes. The environmental issues associated with earthquakes include groundshaking, liquefaction, ground rupture, and flooding in the region. Due to the location of active and potentially active faults in the region, it is likely that the proposed project site will be subjected to strong ground motion. While there is the potential for damage from groundshaking, EIR No. 311 concluded that it is not unusually severe, compared to general conditions in Southern California.

Groundshaking from rupture on faults may cause soils to subside and liquify under certain conditions. Because the earth materials underlying the site are relatively dense and the water table is deep, the potential for subsidence and liquefaction at the proposed project site was determined to be minimal.

The Alquist-Priolo Special Studies Zone (APSSZ) Act provides policies and criteria to assist cities, counties, and state agencies in prohibiting development on active faults. EIR No. 311 identified that no active fault traces lie within 1,000 feet of the project site and the project site is not within any special study zones. It was concluded that ground rupture from fault movement is not anticipated.

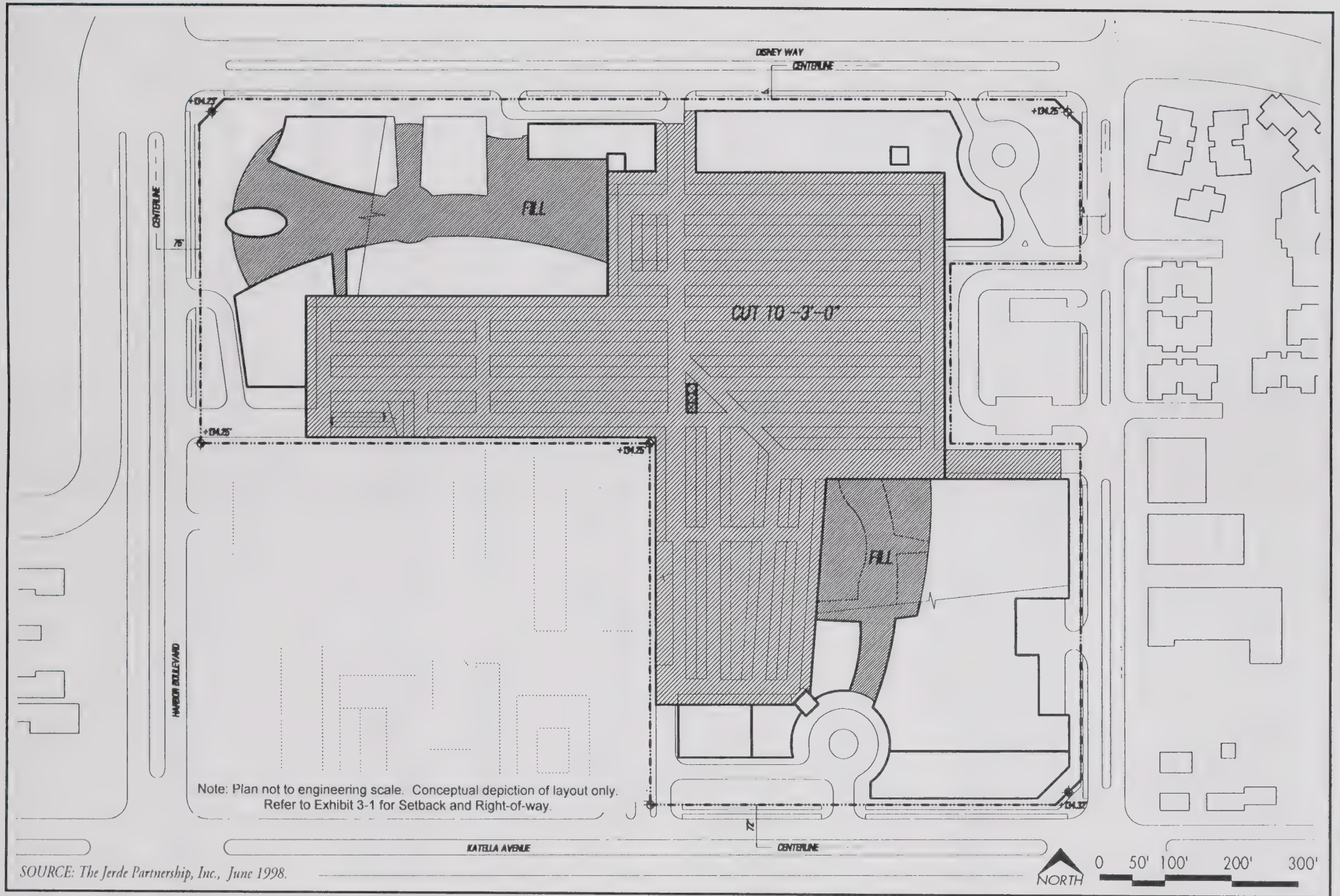
Earthquake-induced flooding occurs as a result of failure of reservoirs and other surface water bodies, or by blockage of flowing streams. The nearest body of water is the Anaheim Barber City Channel located approximately 1.25 miles west of the project site. The Santa Ana River channel is located approximately 2.0 miles to the east. EIR No. 311 concluded that the potential for earthquake-induced flooding at the project site is less than significant.

EIR No. 311 concluded that the proposed project would expose people to potential seismic risk that are not unusually severe compared to general conditions in Southern California.

4.6.2 PROJECT IMPACTS

Seismic risk at the project site was comprehensively covered in EIR No. 311 and the potential impacts would be the same for the Pointe*Anaheim project.

Surface loading and other stresses can cause soils to settle. Because the earth materials underlying the site have relatively high densities, it is anticipated that for structures associated with the proposed project, estimated settlements would be minimal, causing no significant adverse impacts.



Conceptual Grading Plan

Pointe Anaheim

EXHIBIT **4.6-1**

Bonterra CONSULTING

Exhibit 3.6-1 depicts the project's conceptual grading plan. The construction of the proposed project would require the excavation of material, as the lower level of the project is approximately three feet below grade. Cut and fill volumes associated with the proposed project are not substantially extensive. Fill will be placed in two separate areas within the project site, as shown on Exhibit 3.6-1, Conceptual Grading Plan. It is anticipated that the cut and fill would be balanced onsite. However, the project will require materials from demolition and possibly a minor amount of cut material to be hauled offsite. No significant impacts are anticipated.

4.6.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to approval of each grading plan, the property owner/developer shall submit a thorough soils and geological report for the area to be graded, based on proposed grading and prepared by an engineering geologist and geotechnical engineer. The report shall comply with Title 17 of the Anaheim Municipal Code. (MM 3.6-1)
2. Prior to issuance of each building permit, the property owner/developer shall submit for review and approval detailed foundation design information for the subject buildings, prepared by a civil engineer, based on recommendations by a geotechnical engineer. (MM 3.6-2)
3. Prior to issuance of each foundation permit, the property owner/developer shall submit a report prepared by a geotechnical engineer for review and approval which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing. (MM 3.6-3)
4. Prior to issuance of each building permit, the property owner/developer shall submit plans showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim. (MM 3.6-4)
5. On-going during project operations, the property owner/developer shall coordinate earthquake training with the Fire Department for hotel staff and other employees. (MM 3.6-5)
6. Prior to issuance of each building permit for hotels, the property owner/developer shall submit an earthquake emergency response plan for review and approval. That plan shall require posted notices in all hotel rooms on earthquake safety procedures. (MM 3.6-6)

Additional Mitigation Measures

None required.

4.6.4 SIGNIFICANCE OF EARTH RESOURCES IMPACTS

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with earth resources.

4.7 GROUNDWATER AND SURFACE HYDROLOGY

4.7.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The potential impacts to hydrology resulting from the implementation of the Disneyland Resort Specific Plan were addressed in EIR No. 311. The document concluded that the proposed project, abiding by requirements of the National Pollutant Discharge Elimination System (NPDES) permit process, will reduce the impacts associated with the discharge into storm drains to a level considered not significant. No significant impact related to groundwater or surface water hydrology were anticipated from implementation of The Disneyland Resort Specific Plan.

The shallowest groundwater in The Disneyland Resort Specific Plan vicinity is found in the Talbert aquifer in which the depth of the groundwater varies from approximately 115 feet to 130 feet. Generally, groundwater flows toward the south and southwest, but may be influenced locally by pumping wells. There are a total of 18 water wells within a mile radius of the Disneyland Resort Specific Plan area, however, no wells were located within the proposed project site when EIR No. 311 was prepared.

EIR No. 311 concluded that development activities would increase the potential of stormwater runoff transporting surface water contaminants for roadway surfaces, lawns, driveways, and parking lots, and other exposed structural and landscape surfaces into the storm drain system. Typical urban runoff contaminants (i.e., oil, grease, heavy metals, solvents, pesticides, or nutrients) can be expected in runoff reaching the storm drains. While adverse, this impact was not considered significant. The project would be required to implement Best Management Practices (BMPs) as a requirement of the NPDES permit. These measures would minimize the impacts associated with water quality to a level less than significant.

The project site is located on a low lying coastal plain. The nearest body of water is the Anaheim Barber City Channel located approximately 1.25 miles west of the project site. The Santa Ana River channel is located approximately 2.0 miles to the east. Surface runoff from the project site flows south to southwest into a storm drain that is located along Katella Avenue. Flow within this storm drain ultimately empties into the Anaheim Barber City Channel.

The project site is within Flood Zone B, identified by FEMA Flood Insurance Rate Maps as falling between the 100-year and 500-year flood limits. However, the entire project site is located outside the 100-year floodplain; therefore, in EIR No. 311, impacts associated with potential flooding during a 100-year storm event were said to be low.

4.7.2 PROJECT IMPACTS

Implementation of the proposed project would not increase the amount of impervious area, beyond that studied in EIR No. 311. The project area is considered urbanized and would have similar impacts to the groundwater and surface hydrology assumed in EIR No. 311, if the Pointe*Anaheim project is implemented.

Subsequent to certification of EIR No. 311, a new well (Well No. 55) was developed which is located on the Fire Station No. 3 site, and is scheduled to be in operation by September 1999. The well will be operated by the City of Anaheim and is anticipated to draw approximately 3,500 to 4,000 gallons per minute. The well would not be affected by the proposed project.

Impacts of the proposed project on existing storm drains are discussed in Section 4.10.8 (Storm Drains).

4.7.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to approval of a grading plan, the property owner/developer shall submit a Master Drainage and Runoff Management Plan (MDRMP) for review and approval and pay the required South Central Area Master Plan of Drainage (SCAMPD) storm drain fees. The Master Plan shall include, but not be limited to, the following items:
 - a. Backbone storm drain layout and pipe size, including supporting hydrology and hydraulic calculations for storms up to and including the 100-year storm.
 - b. A delineation of the improvements to be implemented for control of project-generated drainage and runoff.
 - c. Detailed assessment of existing water quality, potential water quality impacts, and a description of proposed measures to maintain water quality to the extent required by the National Pollutant Discharge Elimination System (NPDES) and its regulations, including the following:
 - (1) Incorporation of structural and nonstructural City-controlled Best Management Practices (BMPs). BMPs shall, to the extent permitted by law, include, but are not limited to, containment of masonry and paint wastes on the construction site; proper disposal of vehicle fuel and maintenance wastes; disposal of trash and debris; prohibiting water wash down of paved areas (both during and after construction unless allowed by the NPDES permit); and education/training for construction workers on these practices. Engineering details, maintenance procedures, and funding responsibilities of these BMPs shall also be described.
 - (2) Incorporation of measures to comply with applicable actions to be identified by the RWQCB in conformance with the State Water Resources Control Board (SWRCB) statewide water quality control plan for inland surface waters, adopted April 11, 1991.
 - (3) Description of a water quality monitoring program to monitor water quality during and subsequent to construction and to evaluate the effectiveness of BMPs. The water quality monitoring program shall identify: (1) the person/agency responsible for implementing the program, (2) sources of pollutants in runoff (e.g., nuisance flows from development areas, irrigation flows), (3) specific types of pollutants expected in runoff that will be monitored (e.g., total suspended solids, phosphorous, lead), (4) water quality sampling stations that are representative of runoff from the sources identified above, (5) sampling program methodology, including devices to be used and frequency and duration of sampling, (6) method for evaluating data collected from a sampling program, including threshold standards for determining effectiveness of BMPs, and (7) additional measures, if necessary, to increase the effectiveness of the BMPs to the threshold standards identified in C(1) above. (MM 3.7-2)

Implementation of these measures to be incorporated throughout project construction and operation.

2. Prior to issuance of each building permit, the property owner/developer shall submit landscaping and irrigation plans and an Irrigation Management Program. This landscape plan shall include a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. Additionally:
 - a. The landscape plans shall be prepared and certified by a licensed landscape architect. The landscape architect shall submit plans in accordance with Anaheim's Landscape Water Efficiency Ordinance and Guidelines.
 - b. The Irrigation Management Program shall specify methods for monitoring the irrigation system and shall be designed by an irrigation engineer (plans to be submitted in accordance with the Specific Plan). The system shall ensure that irrigation rates do not exceed the infiltration of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies.
 - c. The landscape and irrigation plans shall be developed to be consistent with the provisions of the Specific Plan, which require that the maximum annual water allowance for the project not exceed 80 percent of the mean annual evapotranspiration, or that the landscape irrigation system include water-conserving features such as low-flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. In addition, all irrigation systems shall be designed so that they will function properly with reclaimed water, if it should become available. (MM 3.7-3)
3. On-going during operation of the Pointe*Anaheim project, the property owner/developer shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim including, but not limited to, private streets and parking lots on not less than a monthly basis. Using water to clean streets, parking lots, and other areas shall be allowed on a periodic basis if allowed in the applicant's NPDES permit. Nightly washdown shall be allowed in the family entertainment center and, where advisable to maintain safe and sanitary working conditions, if allowed in the property owner/developer's and City's NPDES permit. Flushing debris, residue, and sediment down the storm drains shall conform to the property owner/developer's NPDES requirements. Property owner/developer agrees that material deposited in City storm drains shall not be in violation of the City's NPDES permit. (MM 3.7-4)
4. Prior to each final building and zoning inspection, the property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans. (MM 3.7-5)
5. To reduce the project's demand on potable water, the property owner/developer shall install water lines on-site so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available to be installed with the project mains, and to be connected if and when reclaimed water becomes available. (PDF 3.7-1)

Additional Mitigation Measures

None required.

4.7.4 SIGNIFICANCE OF HYDROLOGY IMPACTS

With implementation of mitigation measures described above, the project would not result in any significant unavoidable adverse impacts associated with hydrology.

4.8 CONSTRUCTION

4.8.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 evaluated the potential short-term environmental impacts which would occur during construction of the project site including the East Parking Structure. The Disneyland Resort project was divided into three construction phases: Construction Phase One (Estimated 1993 - 1995), Construction Phase Two (Estimated 1995 - 1998), and Construction Phase Three (After 2000). The construction of the East Parking Area was assumed in Construction Phase I. The phasing of The Disneyland Resort Specific Plan was revised with an addendum to the EIR in 1996 which placed construction of the East Parking Structure in the timeframe of "undetermined".

The analysis included the following types of construction impacts: demolition and earthwork; transportation and circulation; air quality; noise; hydrology and erosion; employment, population, and housing; public services and utilities; hazardous materials; visual impacts; energy; and, offsite construction of mitigation measures.

EIR No. 311 concluded that construction of Phases One and Two (construction associated with The Disneyland Resort) would result in significant impacts due to the length of time required to implement the project as a whole, the size of the project, the proximity of existing uses, and the background environmental conditions of the urban location. Even with implementation of the required mitigation measures, significant unavoidable short-term adverse impacts related to construction were identified for transportation, air quality, and visual resources and aesthetics associated with site preparation and construction of The Disneyland Resort.

While quantification of various impacts (trips, air emissions, etc.) was provided for individual phases, the impact significance determination was based on the project as a whole. In other words, it is not determined whether construction within the Parking District, East Parking Area was considered significant by itself.

4.8.2 PROJECT IMPACTS

Demolition and Earthwork

Demolition of existing uses will be required onsite for development of Pointe*Anaheim. This will involve removal of existing structures, excavation and grading. The earthwork is expected to be generally balanced onsite. However, there will be a need to remove materials after demolition of existing structures, and there may be a need to export a minimal amount of earth. This will be much less than the estimated dirt (330,000 cubic yards) to be hauled from the site indicated in EIR No. 311 with development of the East Parking Structure. The destination of the graded material has not been determined. The destination will be influenced by when the site is graded and other construction projects on-going in the region, which may require imported soil. It is likely that the material would be moved to another location within Orange County. Truck haul routes using major arterials will be determined prior to the start of excavation. This impact is mitigated through implementation of the mitigation measures established in EIR No. 311, as identified below.

Transportation and Circulation

Transportation improvements, including the SCOOT system are discussed in Section 3.3, Transportation and Circulation.

Construction of Pointe*Anaheim is expected to take approximately 24 months to complete. Traffic associated with the construction of the project is expected to be similar in nature to the vehicles assumed in EIR No. 311. As construction is projected to be of a shorter duration than the schedule assumed for the East Parking Structure at the same location, the impacts will not be as great.

As required in EIR No. 311, a Traffic Management Plan will be prepared to minimize traffic disruptions.

Air Quality

The SCAQMD CEQA Handbook estimates that each acre of disturbed soil creates 26.4 pounds/day of PM₁₀. Soil may be left disturbed during excavation of a building's footprint; grading for landscaping, roads and walkways; or for storing project-related equipment. On a worst case day (the greatest peak day emissions), the entire site may be exposed and untreated for emission control. The proposed project site, which was previously planned for the East Parking Structure, was presented in EIR No. 311. EIR No. 311 did not break out emissions by location. Instead, the EIR assumed the peak construction day for the entire project would occur in Phase Two in the fourth quarter of 1997. Peak grading emissions, however, were assumed in EIR No. 311 to have occurred in the first quarter of 1995.

Emissions associated with construction on the Parking District, East Parking Area site were reviewed in selecting the peak construction day for the Pointe*Anaheim project and were less than the emissions presented in EIR No. 311. Emissions associated with the site include those from grading, demolition, export of soil and debris, truck and heavy equipment usage/storage, and employee travel. The same activities will occur on the site during the grading and demolition phase for the Pointe*Anaheim project as for the Parking District, East Parking Area component of the Disneyland Resort project. However, emissions at the site from these activities are lower in 1999 than they were assumed to be in 1993 because of the following:

- The previous EIR analysis was for a site totaling 30 acres. The Pointe*Anaheim site totals 29.1± acres. Therefore, total grading emissions are lower. In addition, the PM₁₀ estimates in EIR No. 311 were based on total suspended particulates (TSP), with 64 percent of total TSP emissions assumed as PM₁₀. This percentage overestimates potential PM₁₀ emissions. In July, 1998, the California Air Resources Board issued a proposed update to its Particulate Matter (PM) Chemical Speciation and Size Fraction Data which reduced the percentage of PM₁₀ in TSP released from construction activities to 49 percent from 64 percent.
- Emissions associated with employee travel are lower because of new controls adopted by the California Air Resources Board and fleet turnover to new, better controlled cars which has occurred since 1993.

In summary, peak day construction emissions from the project site were considered in determining the overall peak day for The Disneyland Resort construction. The Pointe*Anaheim site is smaller than the Parking District, East Parking Area site analyzed in EIR No. 311 and will, therefore, result in fewer emissions from grading. PM₁₀ emissions from grading and demolition will be less than assumed in EIR No. 311 because the emission factor used in that analysis has now been determined by the California Air Resources Board to overstate construction-related emissions of

PM₁₀ and because vehicular emissions are lower than they were in 1993. Therefore, the short-term construction-related air quality impacts resulting from the Pointe*Anaheim project would be less than those assessed in EIR No. 311 for the site.

Noise

As with EIR No. 311, construction noise will affect ambient noise levels in and around the project area during the Pointe*Anaheim construction period. It should be noted that construction noise is exempt from compliance with the City Noise Ordinance between the hours of 7:00 a.m. and 7:00 p.m. Construction noise between 7:00 p.m. and 7:00 a.m. must comply with the Anaheim Municipal Code, which requires a 60 dBA noise level, or lower, at the property line. Construction noise from the Pointe*Anaheim project would not be significant.

Hydrology and Erosion

As discussed in EIR No. 311, soil erosion may occur along project boundaries during grading and construction activities. Soil and pollutants, such as oil and solvents, may wash into the storm drain system. Due to the flat terrain and the lower level of the project being three feet below grade, the potential for erosion is not significant. However, there is a potential for short-term impacts to the storm drains from runoff from the site if uncontrolled. This impact is mitigated through implementation of the mitigation measures established in EIR No. 311, as identified below.

Employment, Population, and Housing

Construction of Pointe*Anaheim is expected to result in temporary employment opportunities. These employment opportunities would not all last the entire length of project construction; most would be related to the time a specific trade is required on site. As addressed in EIR No. 311, construction employees do not typically relocate for a construction project. Construction employees are not expected to have a significant impact on housing.

Public Services and Utilities

As addressed in EIR No. 311, the existing services and utilities are sufficient in capacity to handle the project construction phase for the project site.

Hazardous Materials

The project site has had a preliminary assessment conducted for hazardous materials. There is a potential for impacts related to hazardous materials and waste during the construction phase. As discussed in Section 4.11 of this document, Hazardous Materials, it is known that there is asbestos in older existing buildings onsite. This material must be removed prior to demolition of the site. In addition, hazardous materials (such as solvents and petroleum based materials) are used as part of the construction process. Implementation of the mitigation measures identified in Section 4.8.3 would reduce potential hazardous materials impacts to a level considered less than significant.

Aesthetics

As with the construction activities identified in EIR No. 311, the construction of Pointe*Anaheim will create a short-term disruption to the view from major arterials within the Anaheim Resort, especially Harbor Boulevard, Katella Avenue and Disney Way. This impact will not be any greater than that identified in EIR No. 311. The City of Anaheim adopted a statement of overriding

consideration for this impact, and no new significant aesthetic impacts would result with construction of the Pointe*Anaheim project.

Energy

The construction of Pointe*Anaheim will require the expenditure of energy, as identified in EIR No. 311. Most construction vehicles will be diesel-powered. Energy use is expected to be comparable to the level previously projected with development at this site.

Off-site Construction of Mitigation Measures

Construction and implementation of some Pointe*Anaheim mitigation measures will result in impacts to offsite uses. The implementation of the SCOOT signalization system will temporarily delay traffic flow during the placement of the loops in the street. This inconvenience is not expected to last longer than a few months. The end result will be a smoother flow of traffic in the Anaheim Resort area. This will not result in a significant impact. For more information on the SCOOT system, see Section 4.3, Transportation and Circulation.

4.8.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

Demolition and Earthwork

1. Prior to issuance of each grading permit (for Import/ Export Plan) and prior to issuance of demolition permit (for Demolition Plan), the property owner/developer shall submit Demolition and Import/Export Plans. The plans shall include identification of offsite locations for material export from the project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The property owner/developer shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if not all can be reused on the project site. (MM 3.8-5)

Transportation and Circulation

2. Prior to issuance of the first building permit for the Pointe*Anaheim project, the property owner/developer shall submit a Traffic Mitigation and Construction Phasing and Control Plan. The Traffic Mitigation, Construction Phasing and Control Plan shall identify the following:
 - a. A Construction Staging Area Plan showing the location and size of the construction staging area. The Plan shall also show how the staging area will be screened from view in compliance with the City of Anaheim Municipal Code. (PDF 3.8-1)
 - b. Prior to approval of grading plan or issuance of demolition or building permits, whichever occurs first, a Construction Barrier Plan showing the location and types of barriers will be in place during grading and construction. Said plan shall provide for all construction areas to be

screened from view, in compliance with the City of Anaheim Municipal Code and shall include provision for the type and height of the barriers to be placed along all construction perimeters prior to the commencement of demolition, site preparation, or grading, whichever occurs first. (PDF 3.8-2)

- c. Prior to approval of grading plan or issuance of demolition or building permit, whichever occurs first, a Truck Route Plan identifying truck routes along arterials, avoiding residential areas to the extent feasible and in compliance with the Sound Pressure Level Ordinance. The Plan shall show conformance with the external noise limits for construction between 7 p.m. and 7 a.m. The Plan shall also prohibit construction traffic on residential streets where improvements are not planned and shall provide measures to ensure that truck drivers are directed away from residential streets and travel on approved routes only. Measures to assist in guiding truck movement on the arterial roadway system include, but are not limited to, provision of truck route maps to truck drivers and placement of flagpersons and construction signage at appropriate locations. The Truck Route Plan shall provide for monitoring of street conditions and potential repairing and/or repaving by property owner/developer after completion of construction as required by the City Engineer. This plan shall be adhered to throughout the project construction period. (PDF 3.8-3)
- d. Prior to approval of grading plan or issuance of demolition or building permit, whichever occurs first, a Construction Traffic Management Plan which includes mechanisms to reduce construction-related traffic congestion which shall be implemented during grading and construction, including, but not limited to, the following:
 1. Configure construction parking to minimize onsite and offsite traffic interference.
 2. Minimize obstruction of through-traffic lanes.
 3. Provide flagpersons to guide traffic, as determined in the plan. (PDF 3.8-4)
- e. Prior to approval of the grading plan, a Trip Reduction Plan (excluding the demolition for or relocation of the SCE transmission lines) for construction crew vehicles shall be prepared to reduce potential vehicle trips on the road and identify parking locations for construction employees and equipment. (PDF 3.8-5)
- f. Prior to issuance of the first building permit, a Traffic Management Plan for phasing of roadway improvements, specifying the sequencing of construction to do the following:
 1. Coordinate scheduling with other infrastructure improvements to allow them to be facilitated efficiently during roadway improvements, such as sewer, storm drain, and water line improvements.
 2. Outline procedures for any required traffic detours during construction, including provision of tour bus stops.

3. Phase each roadway improvement to allow access to all existing businesses. In some instances this will require lane-by-lane renovation, temporary bypass roads, or traffic reroutes.
 4. Employ vertical shoring as often as possible. This will minimize the amount of road surface that will be disturbed at a given location.
 5. Sequence the construction of each roadway improvement to minimize disruption to residents and businesses.
 6. Establish offsite parking and staging areas, where practical and possible, to minimize the impact to existing level of service on adjacent roadways. These offsite parking and staging areas will allow a dispersion of traffic flow to noncritical areas and will encourage bussing of construction workers from the offsite areas to the construction sites. (PDF 3.8-6)
 7. Identify how the project improvements construction schedules and haul routes will be coordinated with other areawide improvements. The property owner/developer shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel.
- g. Prior to issuance of the first building permit, an Infrastructure Coordination Plan showing how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with adjacent uses to ensure continued operations of these facilities, as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel. (PDF 3.8-7)
3. On-going during construction, the property owner/developer shall submit a quarterly update report showing construction activities for the upcoming quarter which shall include traffic mitigation and control planning and construction scheduling. (PDF 3.8-9)
 4. Prior to the approval of each Grading Plan, the property owner/developer shall show how the project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan. (PDF 3.8-11)
 5. On-going during construction, if Anaheim Police Department or Anaheim TMC personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fair share basis, if applicable, for reasonable costs associated with such services. (MM 3.8-11)

Air Quality

6. On-going during construction, the following measures will be followed by the property owner/developer to reduce air quality impacts:
 - a. Normal wetting procedures or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code.

- b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice a day to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur.
 - c. Where practicable, heavy duty construction equipment shall be kept onsite when not in operation to minimize exhaust emissions associated with vehicles repetitiously entering and exiting the project site.
 - d. Trucks importing or exporting soil material and/or debris shall be covered prior to entering public streets.
 - e. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed.
 - f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.
 - g. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during second stage smog alerts.
 - h. The project will comply with the SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction.
 - i. Use low emission mobile construction equipment (e.g., tractors, scrapers, dozers, etc.) where practicable.
 - j. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable.
 - k. Maintain construction equipment engines by keeping them properly tuned.
 - l. Use low sulfur fuel for equipment, to the extent practicable. (MM 3.8-4)
7. On-going during construction, the property owner/developer shall implement the following to limit emissions from architectural coatings and asphalt usage:
- a. Use nonsolvent-based coatings on buildings, wherever appropriate.
 - b. Use solvent-based coatings, where they are necessary, in ways that minimize solvent emissions.
 - c. Encourage use of high-solid or water-based coatings. (MM 3.8-6)

Noise

- 8. On-going during demolition and construction, construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code. (MM 3.8-7)

9. On-going during construction, the property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers. (MM 3.8-9)

Hydrology and Erosion

10. On-going during grading operations, the property owner/developer shall implement standard practices from all applicable codes and ordinances to prevent erosion. (MM 3.8-2)
11. Prior to issuance of each grading permit, the property owner/developer shall obtain required NPDES construction storm permits from the State Water Resources Control Board, if applicable. Copies of the Notice of Intent or permits, as applicable, shall be submitted to the City Engineer. (MM 3.8-3)

Hazardous Materials

12. On-going during demolition and construction, in the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), according to the requirements of the California Administrative Code, Title 30, Chapter 22, and the Uniform Fire Code, Article 87. (MM 3.8-10)

Additional Mitigation Measures

Air Quality

13. On-going during construction, all construction contractors shall comply with SCAQMD regulations, including Rule 402 which specifies that no there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Rule 403 was amended by the SCAQMD after preparation of The Disneyland Resort EIR No. 311. Specific measures contained in the rule to reduce fugitive dust include the following:
 - a. Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.
 - b. For open storage piles, apply water hourly or cover with temporary coverings.
 - c. Water exposed surfaces at least twice a day under calm conditions and as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.
 - d. Wash mud-covered tires and under-carriages of trucks leaving construction sites.

- e. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.

4.8.4 SIGNIFICANCE OF CONSTRUCTION IMPACTS

Impacts will include truck trips, disruption to traffic due to construction of the SCOOT system, hazardous material removal and handling, air quality emissions and noise. Although individually the various environmental issues are not expected to result in significant impacts, construction impacts, when combined as a whole, have the potential to be significant even after implementation of recommended mitigation measures, as detailed in EIR No. 311 and those included herein. This impact was acknowledged as significant in EIR No. 311 and Overriding Considerations were adopted as a part of the certification process. The impacts associated with the construction of Pointe*Anaheim are not expected to be greater than those described in EIR No. 311.

4.9 EMPLOYMENT, POPULATION, AND HOUSING

4.9.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

"An Assessment of the Employment, Population, Housing, and Jobs-Housing Balance Impacts of the Disneyland Resort Project" was prepared for EIR No. 311. This report concluded that the proposed project would directly add new jobs as a result of its construction and operations and that it would induce new jobs. The additional direct employment generated by the project was identified as a beneficial impact for job growth in Anaheim and the region. The project was not expected to induce significant migration into Southern California or substantially increase intra-urban mobility. It was also concluded that indirect and induced employment in the area related to the proposed project would be within the employment already forecast for the area and would be absorbed into the background employment figures.

With regard to population, EIR No. 311 concluded that The Disneyland Resort project would not result in any direct increase in population in either Anaheim or the subregion because the project did not include any new dwelling units. Indirect increases in population were anticipated because project employees and indirect or induced employment associated with the project would result in net new households. This indirect population growth (approximately 1,659 individuals) was determined not to be significant, because the estimated population increase was well within growth projections for the City (Five percent of the 1990-2010 population growth forecasted by SCAG for Anaheim).

EIR No. 311 concluded that The Disneyland Resort project would indirectly generate the need for approximately 553 units (including WESTCOT Center and Future Expansion District) in the City of Anaheim. It was determined that this relatively small number of units was within the projections for growth in the City's housing supply, and no significant impacts would result.

4.9.2 PROJECT IMPACTS

Employment

In projecting employment for the Pointe*Anaheim project, several sources were used. As used in EIR No. 311, for hotels, a generation factor of 1.0 employee per hotel room was assumed. The projected Pointe*Anaheim hotel employees equals 1,050.

For the RDE employment, the Pointe*Orlando² project was used as a model for the proposed project. The proposed style and type of uses in Pointe*Anaheim is expected to be very similar to the Florida project. With the current 428,000 square feet of RDE development, the employees of Pointe*Orlando businesses total approximately 2,000. This equates to approximately one employee per 214 square feet of RDE. With the 565,000 square feet planned for Pointe*Anaheim, it is anticipated that there would be approximately 2,640 employment opportunities within the RDE uses.

For the theater uses, the employees were projected by the potential theater vendor. For the three live theaters, approximately 140 permanent employment opportunities would be created. If the 24-screen movie theater is developed instead of the live theater, approximately 40 new permanent positions would be created.

Table 4.9-1, Estimated Project Employment, depicts the proposed project's job categories, the employment factors, and the estimated employment by category.

It is understood that a substantial number of the jobs that will be created by Pointe*Anaheim will be part-time jobs. Approximately 50 percent of the employees at Pointe*Orlando have part-time positions. The actual percentage of part-time vs. full-time employment opportunities at Pointe*Anaheim is unknown at this time, but for this analysis, the RDE positions were assumed to be 50 percent full-time and 50 percent part-time. The remainder of the Pointe*Anaheim employment opportunities have been assumed to be full-time positions.

The nature of many of the employment opportunities at the project (as projected in The Disneyland Resort EIR, Vol.1, page 3-275) would be at an entry-level skill requirement, with many positions being part-time in nature. EIR No. 311 shows that the expected characteristics of these employees suggest "...that the potential labor supply in the region will far exceed the likely demand for additional labor generated by the project. Given the characteristics of the jobs and the employees, it is anticipated that the project will find its employees in the regional resident labor force." (Vol. 1, page 3-275)

EIR No. 311 projected that The Disneyland Resort development would "...induce a demand for about 370,000 square feet of retail/entertainment space and 2,100 hotel rooms in the general vicinity of Anaheim, in addition to the levels planned by the applicant [Disney] as part of the project." (Vol. 1, page 3-275) Although the project includes more retail square footage (565,000 sq. ft. vs. 370,000 sq. ft.), and fewer hotel rooms, the development of complementary uses in the vicinity of the Disneyland expansion was projected in EIR No. 311.

The total number of jobs projected to be created by the Pointe*Anaheim project is 3,830. Of these positions, 1,320 are expected to be part-time jobs and 2,510 are projected to be full-time positions. Allowing for the elimination of approximately 536 current positions onsite, a total of 3,294 net new employment opportunities will be provided by Pointe*Anaheim.

The proposed project's employment would not result in significant employment impacts and would benefit the City with expanded employment opportunities.

² Pointe*Orlando is an existing project in Florida developed by the project applicant. Similar to the relationship between Pointe*Anaheim and Disneyland, Pointe*Orlando is in proximity to Disney World.

**TABLE 4.9-1
ESTIMATED PROJECT EMPLOYMENT**

Jobs by Category	Amount of Use	Employment Factors	Project Employment
Hotel	1,050 Rooms	1 employee/room	1,050
Restaurant/Dining/Entertainment (RDE)	565,000 sq. ft.	1 employee/214 sq. ft.	2,640
Theater ¹ - Live	4,600 Seats		140
Total Pointe*Anaheim Jobs			3,830
Existing Jobs - Estimated			(536) ³
Net New Jobs ²			3,294
¹ Theater use may be a 24-screen movie theater with 4,727 seats. The employment associated with a movie theater would decrease by 100 positions. ² Although it is assumed that many, if not all, of the uses at the Melodyland Complex will relocate, rather than be eliminated, for this analysis it was assumed that all jobs will cease once the existing land uses are removed. ³ This is the estimated number of current jobs on-site, which will be lost or relocated with project implementation. Source: The Disneyland Resort Draft EIR, November 1992; Chad Martin, Pointe*Orlando, September 1998; BonTerra Consulting, September 1998.			

Population

Pointe*Anaheim does not include any residential units. Therefore, the project will not result in any direct increase in population in Anaheim or surrounding areas. If any of the Pointe*Anaheim employment opportunities results in net new households in the area, the project will create an indirect increase in population. However, as stated above, in the Employment section, the majority of the project employment positions are expected to be filled by the existing labor pool in the project area.

Pointe*Anaheim is not projected to create any significant impacts to population growth.

Housing

As previously stated, the Pointe*Anaheim project does not include the development of any dwelling units. The housing impact analysis for EIR No. 311 was based on a survey conducted of the then existing Disneyland theme park and hotel employees. Given that there are no employees to be surveyed for this project, the Disney numbers were reviewed for this project. The Disney survey showed that 13.3 percent of hotel workers and 9.2 percent of the theme park workers were likely to seek housing in Anaheim. (Vol. 1, page 3-278) These percentages were then applied to full-time equivalents (FTE). As FTEs have not been estimated for this project, the numbers being used are based on total full-time employees. Using the same percentages used in EIR No. 311, it is projected that the project could result in 274 new Anaheim households (140 hotel, 121 RDE and 13 theater). As these numbers are based on total full-time employees and not FTEs, this number is a very conservative estimate and is actually expected to be lower than this.

The number of employees projected to seek housing in Anaheim (274) is low and is within the growth projections for the City. As stated in EIR No. 311, "...it is not expected that there will be any

physical consequences to the environment as a result of this project-related need for housing.” (Vol. 1, page 3-279) This number represents less than 0.2 percent of the City’s projected 2010 housing stock. No significant adverse impact to housing is expected as a result of the implementation of Pointe*Anaheim.

4.9.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. On-going during project operations, the property owner/developer will aggressively recruit workers who are already part of the resident work force in the region. Implementation of The Disneyland Resort Specific Plan will further efforts in offering employment opportunities at various socioeconomic levels. (PDF 3.9-1)

Additional Mitigation Measures

None required.

4.9.4 SIGNIFICANCE OF EMPLOYMENT, POPULATION, AND HOUSING IMPACTS

No significant unavoidable adverse impacts to employment, population, and housing would result with project implementation.

4.10 PUBLIC SERVICES AND UTILITIES

4.10.1 FIRE PROTECTION

Summary of Previous Environmental Analysis

The potential impacts to fire protection services provided by the City of Anaheim Fire Department resulting from the implementation of the Disneyland Resort Specific Plan were addressed in EIR No. 311. Specific impacts that were addressed included fire prevention services, response times, service call responses, and search and rescue and disaster response.

These documents concluded the increased need for fire prevention services (e.g., inspections, plan check services, complaints, hazardous materials spills) would be accommodated with an additional inspector and an additional plan checker. These positions would be funded through the costs of the plan check services and through tax proceeds associated with the anticipated growth in the City. With the implementation of roadway and intersection improvements that would be implemented as part of the respective projects and respective mitigation measures, response times were projected to improve on streets within and adjacent to the Specific Plan Areas.

Due to the higher degree of risk associated with mid- to high-rise hotels, the increased number of visitors coming to the area, and the potential for life and property loss, the impact to fire protection services provided by the Anaheim Fire Department was determined to be significant. Additional manpower, equipment, and facilities would be needed to service the proposed projects. With the application of required project design features and mitigation measures, it was concluded that impacts would be reduced to a level considered less than significant. It was also concluded that the proposed projects would increase the need for additional capacity to provide emergency medical response services in the event of a major catastrophic event.

Project Impacts

The proposed project involves the development of a mixed use entertainment facility which would include hotels up to a maximum height of 145 feet. The potential impacts identified in EIR No. 311 for The Disneyland Resort Specific Plan Area would be applicable to the proposed project. With the development of new uses (including high rise structures), and the increased number of visitors in the area, there would be an increased demand for fire protection and prevention services provided by the Anaheim Fire Department. It should be noted that since preparation of EIR No. 311, the new Fire Station No. 3 has been constructed, and is located adjacent to the project site on the west side of Freedman Way. The proximity of this station to the project will result in a decrease in the response time to this site.

The mitigation measures identified below, and outlined in EIR No. 311 for The Disneyland Resort, are applicable to the proposed project. With implementation of these required mitigation measures, potential impacts of the project would not be considered significant.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to commencement of structural framing on each parcel or lot, on-site fire hydrants shall be installed and charged, as required, by the property owner/developer. (MM 3.10.1-2)
2. Prior to approval of each grading plan, the property owner/developer shall submit an emergency fire access plan to ensure that service to the site is in accordance with Fire Department service requirements. (MM 3.10.1-3)
3. Prior to issuance of each building permit, the property owner/developer shall submit a Construction Fire Protection Plan which shall include detailed design plans for accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The property owner/developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow. (MM 3.10.1-4)
4. Prior to issuance of each building permit, plans shall indicate that all buildings, exclusive of open parking structures, shall have sprinklers installed by property owner/developer. Implementation of this mitigation shall occur prior to each final building and zoning inspection. (MM 3.10.1-5)
5. Prior to Issuance of each building permit, plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including:
 - a. Overhead clearance shall not be less than 14 feet for the full width of access roads.
 - b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds.
 - c. All underground tunnels shall have sprinklers. Water supplies are required at the entrances. Standpipes shall also be provided when determined to be necessary by the Fire Department.

- d. Adequate offsite public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the property owner/developer. The precise number, types, and locations of the hydrants shall be determined during building permit review. Hydrants are to be a maximum of 400 feet apart.
 - e. A minimum residual water pressure of 20 psi shall remain in the water system. Flow rates for public parking facilities shall be set at 1,000 to 1,500 gpm. (MM 3.10.1-6)
6. Prior to issuance of the first building permit, the property owner/developer shall comply with the Fire Protection Facilities and Paramedic Services Impact Fee Program (per Ordinance No. 5496 and Resolution No. 95R-73 dated May 16, 1995). (MM 3.10.1-8)
 7. Prior to approval of Street Improvement Plans, the water supply system shall be designed by the property owner/developer to provide sufficient fire flow pressure and storage for the proposed land uses and fire protection in accordance with Fire Department requirements. (MM 3.10.1-9)
 8. Prior to each final building and zoning inspection, the property owner/developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department. (MM 3.10.1-10).

Additional Mitigation Measures

None required.

Significance of Fire Impacts

With implementation of the required mitigation measures described above, the project would not result in significant unavoidable adverse impacts to fire protection services.

4.10.2 POLICE SERVICES

Summary of Previous Environmental Analysis

The potential impacts to police services provided by the City of Anaheim Police Department resulting from the implementation of the Disneyland Resort Specific Plan were addressed in EIR No. 311. EIR No. 311 concluded that the proposed project would increase the number of calls for service to the Police Department; however, with implementation of the identified project design features and mitigation measures, no significant unavoidable adverse impacts to police services would result.

Project Impacts

Implementation of the proposed project would increase the number of visitors and employees in the project area and surrounding area. The number of police service calls within the project area would increase with implementation of the proposed project. The mitigation measures outlined in EIR No. 311 for the Disneyland Resort Specific Plan Area are applicable to the proposed project, and are required to be implemented by the property owner/developer. With implementation of these required mitigation measures, and the proposed project design feature, potential impacts of the project would not be considered significant.

Mitigation Measures

Additional Mitigation Measures

1. Prior to issuance of the first building permit, plans shall be submitted showing the location of a police/security office identifiable and easily accessible by the public (i.e., "store-front" type of space) along with dedicated parking spaces for Police Department employees working in the space within the project site to the satisfaction of the Police Department; and, prior to the first final building and zoning inspection, said space shall be made available to the Police Department for permanent occupancy.
2. On-going during operation of the Pointe*Anaheim project, property owner/developer shall provide an adequate staff of uniformed private security officers working in pairs for patrol and surveillance of the facilities to the satisfaction of the Police Department, including possibly 24-hour coverage.
3. Prior to issuance of each building permit, the Police Department shall review and approve the safety measures incorporated into the project including the parking structures. The security measures shall include, but not be limited to, closed circuit television surveillance/ cameras and recording equipment or other substitute security measures as may be approved by the Police Department for the parking structures/facilities, lighting, and other defensible space measures throughout the project, as determined necessary by the Police Department.

Significance of Police Services Impacts

With implementation of the required mitigation measures described above, the project would not result in significant unavoidable impacts to police services.

4.10.3 SOLID WASTE

Summary of Previous Environmental Analysis

EIR No. 311 evaluated the potential impact of projects in The Disneyland Resort Specific Plan Area on solid waste disposal, specifically to the Olinda-Alpha landfill which receives solid waste generated in the City of Anaheim. Although the required mitigation measures would reduce the amount of solid waste generated, because of the limited landfill capacity it was determined that there would be a significant unavoidable project impact as well as a cumulative impact. The significant unavoidable impacts relative to solid waste were overridden by the City of Anaheim in favor of the development goals and objectives of The Disneyland Resort Specific Plan.

Project Impacts

The County of Orange Integrated Waste Management Department (IWMD), has provided the following information related to solid waste disposal for the Pointe*Anaheim project.

"The California Integrated Waste Management Board requires that all counties have an approved Countywide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for at least fifteen years, or identify additional available capacity outside of the county's jurisdiction. Orange County's CIWMP, approved in 1996, contains future solid waste disposal demand based on the

County population projections previously adopted by the Board of Supervisors. IWMD's database shows that the Orange County landfill system has capacity in excess of thirty (30) years. This is well above the fifteen-year threshold established by the California Integrated Waste Management Board.

"The County of Orange owns and operates three active landfills. The Frank R. Bowerman Landfill is the closest facility to the project, and will likely be the solid waste facility receiving the waste. Notwithstanding, the City of Anaheim is under contract to IWMD to commit all of its waste to the County landfill system (not to a particular facility) until the year 2007. At the same time, the landfill system is accepting additional waste from outside Orange County. Under these circumstances, it has been agreed that should the cumulative effect of development cause the daily tonnage ceiling of a particular facility to be exceeded, the waste being imported to that facility will be reduced by a corresponding amount. Consequently, it may be assumed that adequate capacity for the subject project is available for the foreseeable future.

"Notwithstanding the availability of capacity in the County system, the State of California requires that by the year 2000, each city and county reduce by at least 50% the amount of waste going into landfills that each city or county had landfill-disposed in the year 1990. Waste haulers are expected to fulfill that mandate by recycling residential and commercial waste collected. Project developers are also expected to reduce the amount of construction-generated waste by the same amount."

Based on the assessment by IWMD, it has been determined that the Pointe*Anaheim project will not have a significant impact on solid waste. A copy of the letter from Robert Richmond, of IWMD is included in Appendix L.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to the first final zoning and building inspection, the property owner/developer shall submit project plans to the Director of Maintenance for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as implemented by the City of Anaheim, the County of Orange Integrated Waste Management Plan, and the City of Anaheim Integrated Waste Management Plan. (MM 3.10.3-2)

Additional Mitigation Measures

2. Prior to the first final zoning and building inspection (to be implemented during project operation), a Solid Waste Management Plan shall be submitted for review and approval by the property owner/developer to ensure that the project plans comply with AB 939, as administered by City of Anaheim, and the County's and City's Integrated Waste Management Plans. Waste management mitigation measures that shall be taken to reduce solid waste generation shall include:
 - a. Detailing the locations and design of solid waste and recyclables storage and collection facilities.
 - b. Complying with all Federal, State, and City regulations for hazardous material disposal.

- c. Participating in the City of Anaheim's voluntary "Recycle Anaheim" program or other substitute program as may be developed by the City.
3. In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the property owner/developer shall implement numerous solid waste reduction programs including, but not limited to, the following:
- Facilitating paper recycling by providing chutes or convenient locations for sorting and recycling bins.
 - Facilitating cardboard recycling (especially from retail areas) by providing adequate space and centralized locations for collection and baling.
 - Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing.
 - Providing trash compactors for nonrecyclable materials, whenever feasible, to reduce the total volume of solid waste and the number of trips required for collection.
 - Prohibition of curbside pick-up within the Pointe*Anaheim project.
 - Recycling of landscape green waste.

Significance of Solid Waste Impacts

With implementation of the required mitigation measures described above, the project would not result in additional significant unavoidable adverse impacts to solid waste services, other than those already previously overridden.

4.10.4 PARKS

Summary of Previous Environmental Analysis

EIR No. 311 evaluated impacts to City of Anaheim park facilities resulting from implementation of The Disneyland Resort Specific Plan. It was concluded that the Disneyland Resort Specific Plan would result in an increased demand for ballfield use by project cast (employees). With implementation of the required project design features and mitigation measures, no significant unavoidable impacts would result.

Project Impacts

The proposed project would not result in the development of any uses which would increase the projected deficit in City parklands addressed in EIR No. 311, and the projected increase in employees would not result in additional use of City park facilities. In addition, no direct impacts to these facilities would result. The proposed project, which includes landscaped plazas, walkways and seating areas open to the public (without a fee), has been designed to encourage use by pedestrians and will promote a recreational theme.

Mitigation Measures

As there will be no negative impacts to parks created by development of the project, no mitigation is required.

Significance of Parks and Recreation Impacts

No significant unavoidable adverse impacts on park and recreational resource would result with project implementation.

4.10.5 SCHOOLS

Summary of Previous Environmental Analysis

EIRs No. 311 and 313 analyzed the potential direct and indirect impacts of The Disneyland Resort Specific Plan on the Anaheim City School District (ACSD) and the Anaheim Union High School District (AUHSD). The project is within the boundaries of these two school districts.

Since The Disneyland Resort Specific Plan does not allow for the construction of new dwelling units, it was concluded that there would be no students directly generated as a result of the project in either school district. Interdistrict transfers could be requested; however, the school districts are allowed to deny these transfers due to lack of space. No significant direct impacts were identified in EIR No. 311 or EIR No. 313.

Indirect impacts involved the potential need for new dwelling units within the school district boundaries at buildout of The Disneyland Resort (housing for employees moving to the area). These new residences would result in the generation of new students attending schools within the ACSD and AUHSD. The number of students generated in each district was calculated based on established generation factors. The required mitigation identified for the indirect impacts to the school districts was payment of maximum school impact fees consistent with state statute. Payment of this fee reduced impacts to a level considered less than significant.

Project Impacts

Anaheim City School District

For the purpose of this document, the ACSD provided school capacity and enrollment data as of October 1997. The capacity was based on permanent buildings at the school and did not reflect the portables being used on campuses. It is understood that the capacity reflects the recent state guidelines which recommend no more than 20 students per classroom in grades 1 and 2. Table 4.10-1, School Capacity vs. Enrollment is the information received from the ACSD.

As of September 11, 1998 the enrollment was 20,617, an increase of 2.4 percent (489 students) from October 1997.

Classroom size is based on two factors, state guidelines and a Memorandum of Understanding (MOU) between the District and the teachers. Kindergartens have an a.m. and p.m. session. The two sessions combined can be no larger than 55 students. First and second grades are limited to

a maximum of 20 students. Third through fifth grades have a 28 student limit. Special education classes are limited to 11 students.³

TABLE 4.10-1
ACSD SCHOOL CAPACITY vs. ENROLLMENT

	School Name	CLASSROOMS	CAPACITY W/CSR	Oct 97 Enrollment	Over Capacity	
		Adequate Housing	Adequate Housing			
1	Clara Barton	16	372	917	(545)	-147%
2	Thomas Edison	20	492	1,023	(531)	-108%
3	Benjamin Franklin	16	404	866	(462)	-114%
4	Melbourne Gauer	20	499	729	(230)	-46%
5	James Guinn	18	444	758	(314)	-71%
6	Patrick Henry	12	320	1,008	(688)	-215%
7	Thomas Jefferson	15	306	682	(376)	-123%
8	Thomas Jefferson II	18	454	1,110	(656)	-144%
9	Benito Juarez	18	452	906	(454)	-100%
10	Francis Scott Key	12	300	610	(310)	-103%
11	Abraham Lincoln	20	517	975	(458)	-89%
12	Loara	18	402	938	(536)	-133%
13	James Madison	19	447	840	(393)	-88%
14	Horace Mann	18	469	847	(378)	-81%
15	John Marshall	19	508	1,170	(662)	-130%
16	Palm Lane	20	536	1,060	(524)	-98%
17	Adelaide Price	18	453	1,048	(595)	-131%
18	Paul Revere	22	566	1,106	(540)	-95%
19	Theodore Roosevelt	18	418	754	(336)	-80%
20	Betsy Ross	12	283	713	(430)	-152%
21	Alexander Stoddard	21	537	1,028	(491)	-91%
22	Sunkist	20	509	1,040	(531)	-104%
	Total	390	9,688	20,128	(10,440)	-108%

Note: Adequate Housing = Permanent Buildings (Excludes Portables)

Source: Anaheim City School District, Michael Perey, Director of Facilities and Planning. Sept. 16, 1998.

³

Personal Communication, Sergio San Martin, Facilities Planner, Facilities and Planning, Anaheim City School District, September 17, 1998.

To accommodate the demand in the District, the 22 schools are operating on a year-around calendar, which increases capacity by 20 percent. In addition, the ACSD uses 206 portable classrooms to accommodate student need. Through the use of the portables and year-around schools, the capacity almost doubles with an increase to 18,653 students (from 9,668). To increase capacity to handle the additional students, the ACSD has gone to a “double” or “staggered” session for first and second graders at 19 of the 22 District schools. This allows for an early and a late session in the same classrooms, similar to a kindergarten class, but allowing for a full school day’s worth of class time.

The District is currently working in cooperation with the City of Anaheim to expand the Ross School, which has an attendance area adjacent to the Pointe*Anaheim project. The City Redevelopment Agency is planning to purchase property adjacent to the school and develop it as a City park. The use of the park would be available for school use during school hours, which in turn would allow the school to develop the current school play field into classrooms. This would increase the current capacity at Ross from 752 to 1,400 students, assuming the use of portables and year-around scheduling with both enrollment figures.

Pointe*Anaheim does not involve the construction of any dwelling units; therefore, no direct generation of new students will take place. The project’s indirect demand for housing is projected to be less than 274 units, as discussed in Section 4.8, Employment, Population, and Housing. Applying a student generation rate of 0.360, the new Pointe*Anaheim employees could generate up to 99 new ACSD students. ($0.360 \text{ per household} \times 274 \text{ projected new dwelling units} = 99 \text{ ACSD students}$). Given the existing capacity limitations, this would be a significant impact.

Anaheim Union High School District

AUHSD is comprised of eight high schools and eight junior high schools with an average of 41 acres for high schools and 23 acres for junior high campuses. The District has seen a steady increase in enrollment since the 1980/81 school year.

The AUHSD school capacity and enrollment data was obtained from the *Anaheim Union High School District 1997/98 Facilities Study (not dated)*. The capacity numbers are based on permanent buildings and relocatable classrooms at the schools. Table 4.10-2, School Capacity vs. Enrollment, AUHSD Senior High Schools and Table 4.10-3, School Capacity vs. Enrollment, AUHSD Junior High Schools reflects the 1997/98 school year and shows projected 1998/99 enrollment numbers.

The 1997/98 enrollment was 15,402 students with a capacity of 15,997 for the high schools. The junior high enrollment was 9,343 for 1997/98 with a capacity for 10,219 students.

The District has plans to place 18 relocatables at campuses and remove 16 at other campuses for a net increase of two relocatable classrooms for the 1998/99 school year.

Pointe*Anaheim does not involve the construction of any dwelling units; therefore, no direct generation of new students will take place. The project’s indirect demand for housing is projected to be less than 274 units, as discussed in section 4.8, Employment, Population, and Housing. Applying a student generation rate of 0.248 (EIR No. 311, Page 3-315) the new Pointe*Anaheim employees could generate up to 68 new AUHSD students. ($0.248 \text{ per household} \times 274 \text{ projected new dwelling units} = 68 \text{ AUHSD students}$). The increase in the number of students would be within the capacity of the school district.

**TABLE 4.10-2
SCHOOL CAPACITY vs. ENROLLMENT
AUHSD Senior High Schools**

School Name	Built	Current Capacity	CBEDS Enrollment 1997/98	Projected Enrollment 1998/99
Anaheim	1935	2,318	2,334	2,425
Cypress	1973	2,100	2,017	2,060
Katella	1966	2,080	2,090	2,280
Kennedy	1964	2,076	1,991	2,041
Loara	1963	2,162	2,063	2,100
Magnolia	1961	1,710	1,608	1,592
Savanna	1962	1,840	1,755	1,760
Western	1954	1,711	1,544	1,570
Totals		15,997	15,402	15,828
Source: Anaheim Union High School District 1997/98 Facilities Study (not dated)				

**TABLE 4.10-3
SCHOOL CAPACITY vs. ENROLLMENT
AUHSD Junior High Schools**

School Name	Built	Current Capacity	CBEDS Enrollment 1997/98	Projected Enrollment 1998-99
Ball	1962	1,378	1,205	1,240
Brookhurst	1956	1,107	1,166	1,238
Dale	1959	1,285	1,126	1,128
Lexington	1972	1,125	1,096	1,115
Orangeview	1958	1,122	958	1,000
South	1964	1,390	1,439	1,500
Sycamore	1962	1,681	1,275	1,434
Walker	1959	1,131	1,078	1,091
Totals		10,219	9,343	9,746
Source: Anaheim Union High School District 1997/98 Facilities Study (not dated)				

Statutory Developer Fee for ACSD and AUHSD

Under State law (California Government Code Section 53080 et seq.), a fee will be required of the property owner/developer based on the floor area of applicable commercial structures at a rate of \$0.31 per square foot, as adjusted by state law. Based on an agreement between the ACSD and

the AUHSD, the fee will be evenly divided by the two districts. Based on the development of 3,207,000 square feet of development (including parking structure), this project would generate approximately \$994,170 in developer fees.

To the extent that the project will indirectly generate the development of new residential units, in ACSD and AUHSD, the developer of the residential units will also be required to pay developer fees. This fee will be at the higher residential rate of \$1.93 per square foot. A maximum of 274 new units are projected as an indirect impact of the project. This would generate an estimated \$1,273,927 in new developer fees (\$1.93 x 2,409 square foot house x 274 units).

This project will result directly in \$994,170 fees from project development and could result in an additional \$1,273,927 in fees from the housing generated demand from Pointe*Anaheim employees for a total of \$2,268,097 in developer fees to ACSD and AUHSD. This is equal to \$13,581 per student if 99 ACSD students and 68 AUHSD students are actually generated indirectly by the project.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, the property owner/developer shall provide proof that school impact fees have been paid consistent with State statute. (MM 3.10.5-2)

Additional Mitigation Measures

None required.

Significance of School Impacts

The proposed project would not have any direct impacts to the AUHSD or ACSD. The required mitigation measures impose the maximum developer fee and will mitigate the indirect impacts of the project to a level considered less than significant under State law.

4.10.6 WATER SERVICE

Summary of Previous Environmental Analysis

EIR No. 311 included an assessment of the potential impacts to water service resulting from implementation of The Disneyland Resort Specific Plan. The total amount of project water consumption was calculated and took into consideration domestic demands, irrigation for landscaping, evaporative losses from pools, ponds and amusement rides, chiller recharge, and washdown of facilities. In order to evaluate potential impacts to the existing pipe system, the domestic flows were combined and considered to peak at the same time. It was determined that the existing capacity of the water supply system would be exceeded by the maximum day domestic water peak demand of the project, resulting in a significant impact. It was identified that new wells and/or additional MWD connections would be necessary in order to meet future water needs of The Disneyland Resort Specific Plan area. Improvements to the conveyance infrastructure in the area would also be necessary. With implementation of the project design features and mitigation measures identified in EIR No. 311, impacts to water services were reduced to a level considered less than significant.

It was also identified in EIR No. 311 that the existing system was adequate to meet fire flow requirements.

Project Impacts

IWA Engineers conducted a water analysis for the Pointe*Anaheim project to determine the potential impacts to water services. The water analysis is included in Appendix E. The water demand of the Pointe*Anaheim project was compared to the demand resulting from current entitlements. The water demands for the Pointe*Anaheim project and current entitlements are presented in Table 4.10-4. A more detailed breakdown of the demand is presented in Table 1 of Appendix E.

As shown in the table, the average annual demand gallons per day (gpd) for the Pointe*Anaheim project is 648,142 gpd compared to 383,400 gpd based on current entitlements. It should also be noted that the proposed project involves the demolition of approximately 315,400 square feet of existing uses which currently use water. Taking this into consideration, the net new average annual demand gallons per day for the project would be 559,726 gpd and the demand above current entitlements is 264,742 gpd. This represents a 45 percent increase over current entitled development.

Although the Project Demands (Average Annual [gpm] and Maximum Day [gpm]) are greater than projected for The Disneyland Resort (from a project level perspective) the City's Water Division Staff believes the proposed systems servicing the site are capable of supplying the projected demands. The project's water source will primarily be Well No. 55 (now under construction). Storage requirements can be met from the aquifer below. The 20-inch transmission main being constructed around the site can transmit water to the site at adequate pressure to serve the site during anticipated demand conditions. The City has its own hydraulic network analysis for this proposed system. The proposed project will eventually be modeled by the City to verify the Zone 335 system adequacy.

This increase in water demand would be mitigated by the required mitigation measures to a level considered less than significant and would not require additional mitigation measures.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, among the water conservation measures to be shown on plans and implemented by the property owner/developer prior to final building and zoning inspections shall include the following:
 - ▶ Use of low-flow sprinkler heads in irrigation system
 - ▶ Use of waterway re-circulation systems
 - ▶ Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals
 - ▶ Use of self-closing valves on drinking fountains
 - ▶ Use of reclaimed water for irrigation and washdown when it becomes available
 - ▶ Continuation of the existing cooling tower re-circulation system
 - ▶ Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors

**TABLE 4.10-4
POINTE*ANAHEIM WATER DEMAND**

Land Use	Area (square feet, room, seat)	Water Use Factor (square feet, room, seat)	Average Annual Demand (gpd)
Current Maximum Density Allowed by The Disneyland Resort Specific Plan			
Hotel/Commercial (rooms)	2,130 (rooms)	180 gpd/unit	383,400
Pointe Anaheim Project			
Hotel (Specialty)	1,050 (rooms)	180 gpd/unit	189,000
24-Screen Movie Theater ¹	4,757 (seat)	6 gpd/seat	28,542
Retail (Specialty)	335,000 (sf)	0.12 gpd/sf	40,200
Restaurant	5,600 (seat)	60 gpd/seat	336,000
Entertainment (Club/Lounge)	1,600 (seat)	24 gpd/seat	38,400
Entertainment (Games)	25,000 (sf)	0.12 gpd/sf	3,000
Entertainment (Museum)	25,000 (sf)	0.12 gpd/sf	3,000
Parking	1,492,000 (sf)	0 gpd/sf	0
Roof Top Family Entertainment Center	141,200 (sf)	0 gpd/sf	0
Total			648,142
Increase Over Current Allowed Density			264,742
Land Uses Removed			
Anaheim Plaza Hotel	300 (rooms) ²	180 gpd/unit	54,000
Melody Land Complex	134,800 (sf)	0.12 gpd/sf	16,176
Clementine Industrial Bldgs.	45,000 (sf)	0.12 gpd/sf	5,400
Retail	11,000 (sf)	0.12 gpd/sf	1,320
Rip Van Winkle Motel	64 (rooms) ²	180 gpd/unit	11,520
Total			(88,416)
Net Total			559,726
¹ Live theaters with 4,600 seats would create a water demand of 27,600 gpd (942 gpd less than a movie theater complex). ² Number of rooms based on information in City records. City of Anaheim, 1998. Source: IWA Engineers, September 1998.			

- ▶ Low-flow shower heads in hotels
- ▶ Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances
- ▶ Use of irrigation systems primarily at night when evaporation rates are lowest

- ▶ Provide information to the public in conspicuous places regarding water conservation
 - ▶ Use of water-conserving landscape plant materials wherever feasible
 - ▶ Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas (MM 3.10.6-2)
2. Prior to each final zoning and building inspection, the property owner/developer shall submit a certified water audit for landscape irrigation systems. (MM 3.10.6-3)
 3. Prior to issuance of the first building permit, the property owner/developer shall comply with the adopted Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Utilities Rates, Rules and Regulations per Resolution No. 95R-140, effective September 1, 1995). (MM 3.10.6-6)

Additional Mitigation Measures

4. Prior to approval of final site plans, the water backflow equipment and any other large water system equipment shall be shown on plans to the satisfaction of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys; and, prior to final building and zoning inspections, the facilities will be installed in accordance with the plans.
5. Prior to approval of first subdivision map or issuance of first grading permit or building permit, whichever occurs first, property owner/developer shall enter into an agreement recorded against the property with the City of Anaheim, to the satisfaction of the Utilities Department and City of Anaheim Attorney's Office, to guarantee the property owner/developer's participation in water system improvements necessitated by the project. The agreement shall contain provisions requiring the property owner/developer to pay or cause to be paid its fair share funding for said improvements and/or construct said improvements, if determined to be necessary by the Utilities Department, with reimbursement by other beneficiaries in accordance with the Utility Rates, Rules, and Regulations. Costs shall include the payment for consultant/contractor services for the preliminary engineering, soils analysis, right-of-way acquisition, demolition, construction and inspection, and any other related expenses. Further, the property owner/developer shall submit an engineering report and phasing plan for review and approval by the Utilities Department setting forth the extent and timing of the water system improvements necessitated by the project for use in implementing the agreement. The property owner/developer shall at all times perform its obligations as set forth in said agreement.

Significance of Water Impacts

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with water services.

4.10.7 WASTEWATER/SEWER SERVICE

Summary of Previous Environmental Analysis

EIR No. 311 assessed the potential impacts of the Disneyland Resort Specific Plan on wastewater/sewer facilities in the study area. It was estimated that the project would generate approximately 2.09 million gallons per day (mgd) of wastewater. Because sewer mains in Katella

and Orangewood Avenues were at capacity, replacements or parallel lines would need to be developed at these locations to accommodate the project. The County Sanitation District of Orange County (CSDOC) was determined to have adequate treatment plant capacity to serve the project. With implementation of required project design features and mitigation measures outlined in EIR No. 311, no significant unavoidable adverse impacts to wastewater/sewer services or facilities would result.

The analysis of wastewater/sewer impacts in EIR No. 313 for the Anaheim Resort Specific Plan was based on the results of the South Central Area Sewer Deficiency Study. This study considered development of the site consistent with existing entitlement. EIR No. 313 concluded that implementation of future developments within the Anaheim Resort Specific Plan area would trigger the need to implement the improvements recommended in the City's South Central Area Sewer Deficiency Study. Implementation of these improvements will enable the sewer system to accommodate development within the Anaheim Resort beyond the 2010 horizon year of the Anaheim Resort Specific Plan. With implementation of the required mitigation measures, EIR No. 313 concluded that no significant unavoidable sewer/wastewater impacts would result.

Project Impacts

IWA Engineers conducted a sewer capacity analysis for the Pointe*Anaheim project to determine the projected project sewage generation. This study is included in Appendix F. The project area is a tributary to the City of Anaheim Model 8, Basins 24, 25 A-D, 27, and 28 of the 2nd Revision to the South Central Area Sewer Deficiency Study. There are four other projects in the vicinity of the project (Anaheim Stadium Area Master Land Use Plan, the Stadium Crossings Project, the Tinseltown Project, and the Convention Center Inn/Peter Pan Motel Project) which are also within Basin 8 and the Katella Avenue sewer system. The sewer characteristics of these projects as they relate to the Pointe*Anaheim project are discussed in Appendix F.

The tributary flows to the Basin 8 model prepared for the South Central Area Sewer Deficiency Study have since been increased. Additional flows include 1.25 MGD from the Disneyland expansion via a new 15" sewer in West Street (north of Katella avenue) to the existing 24" sewer in Katella Avenue; and 0.95 MGD from the Anaheim Convention Center Expansion via a new 15" sewer in West Street (south of Katella Avenue) to the new 21" sewer in Katella Avenue (per City of Anaheim letter dated April 24, 1996, included in Appendix F).

The existing condition model for Sewer Basin 8, as well as other City sewer basins, is currently being updated by the City with the Interflo sewer modeling software. The updated flow information from the Disneyland Resort and the Anaheim Convention Center, as well as any other development changes known to the City will be included to provide an accurate and up-to-date model for the existing condition.

For the South Central Area Sewer Deficiency Study, the project area was assumed to generate flows consistent with current entitlements (2,130 hotel rooms generating 0.32 million gallons per day (MGD) of wastewater). The Pointe*Anaheim project is expected to generate average dry weather flows of 0.53 MGD, an increase of 0.21 MGD over entitled uses, a 60 percent increase. Peak dry weather flows from the project are expected to be 1.643 cubic feet per second (cfs), an increase of 0.654 cfs over entitled uses. Table 4.10-5 shows the expected wastewater flows generated by the entitled land uses and the proposed development.

The sewer flows from Pointe*Anaheim will be conveyed to the Katella sewer system via collector sewers in Disney Way, Harbor Boulevard, and Freedman Way. The incremental increase of 0.21 MGD suggests a capacity shortfall in the Katella sewer system.

Capacity limitations associated with the Katella sewer system can be mitigated through the implementation of a new sewer in Katella Avenue to redirect flows originating east of Interstate 5, and currently tributary to Sewer Model 8, Basin 28, to the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard.

**TABLE 4.10-5
POINTE*ANAHEIM WASTEWATER FLOWS**

Land Use	Gross Area (square feet)	Unit	Wastewater Duty Factor (gpd per unit)	Average Dry Weather Flow (gpd)	Peak Dry Weather Flow (cfs)
Current Maximum Density Allowed by The Disneyland Resort Specific Plan					
Hotel/Commercial	1,874,400	2,130 rooms	150 gpd/room	319,500	0.989
Total				319,500	0.989
Pointe*Anaheim Project					
Hotel		1,050 rooms	150 gpd/room	157,500	0.487
24-Screen Movie Theater ¹		4,757 seats	5 gpd/seat	23,785	0.071
Retail (Specialty)	335,000		0.1 gpd/sf	33,500	0.104
Restaurant	140,000	5,600 seats	50 gpd/seat	280,000	0.806
Entertainment (club/lounge)	40,000	1,600 seats	20 gpd/seat	32,000	0.099
Entertainment (games)	25,000		0.1 gpd/sf	2,500	0.008
Entertainment (museum)	25,000		0.1 gpd/sf	2,500	0.008
Parking	1,492,000		0 gpd/sf	0	0.000
Roof Top Family Entertainment Center	141,200		0 gpd/sf	0	0.000
Total				531,785	1.643
Increase Over Current Allowed Density				212,285	0.654
Land Uses Removed					
Anaheim Plaza Hotel		300 (rooms) ²	150 gpd/unit	45,000	
Melody Land Complex	134,800		0.1 gpd/sf	13,480	
Clementine Industrial Bldgs.	45,000		0.1 gpd/sf	4,500	
Retail	11,000		0.1 gpd/sf	1,100	
Rip Van Winkle Motel		64 (rooms) ²	150 gpd/unit	9,600	
Total				(73,680)	
Net Total				458,105	
¹ Live theaters with 4,600 seats would create a wastewater generation of 23,000 gpd (785 gpd less than a movie theater complex). ² Number of rooms based on information in City records. City of Anaheim, 1998.					
Source: IWA Engineers, September 1998.					

The City's updated Interflo sewer model will be used to input the Pointe*Anaheim flows when the model becomes available. The results of the model will be the basis for further documentation of the impacts of the incremental flows from the project on the Katella sewer system.

The City's Sewer Basin 8 extends into the Anaheim Stadium Area Master Land Use Plan study area and was previously analyzed with the South Central Area Sewer Deficiency Study (SCASDS), January 1993, 2nd Revision. The proposed land uses within the Anaheim Stadium Area Master Land Use Plan are different, with generally higher densities than the land use designated when the SCASDS was conducted. The City is currently updating their Interflo Model which will include known flow changes affecting the South Central Area sewer basins, as well as the proposed land use changes from the Anaheim Stadium Area Master Land Use Plan tributary to Sewer Basin 8. The proposed land use changes are shown in Table 3-1 of Appendix F taken from the Anaheim Stadium Area Master Land Use Plan Draft EIR, and indicate an overall increase in land use densities. As such an increase in flows is expected for Basin 8 from within the Anaheim Stadium Area Master Land Use Plan tributary areas.

Additional flows are expected from within the Anaheim Stadium Area Master Land Use Plan tributary areas to Basin 8 and the Katella sewer system. The City is currently analyzing the Anaheim Stadium Area Master Land Use Plan sewer system and the results will be available in the near future. Incremental increases to the Katella sewer originating from the Anaheim Stadium Area Master Land Use Plan suggest a potential capacity concern in the Katella sewer.

Capacity limitations associated with the Katella sewer system can be mitigated through the implementation of a new sewer in Katella Avenue to redirect flows originating east of Interstate 5, and currently a tributary to Basin 8, to a redirection into the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard. The sewerage generated from 639,000 peak gpd to the proposed peak of 1,063,470 gpd will necessitate the construction of the reverse sewer line in Katella Avenue.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to the first final building and zoning inspection, the property owner/developer shall comply with the Sewer Impact and Improvement Fee Program for the South Central City Area (per Ordinance No. 5490 and Resolution No. 95R-60 dated April 18, 1995). (MM 3.10.7-3) This SCASDS Fee Program applies to the sewer discharge generated above the rate from the existing building footprints (prior to demolition) and up to the maximum of 639,000 peak gpd. This fee program does not apply and mitigate the need of the reverse sewer line in Katella Avenue.

Additional Mitigation Measures

2. Prior to the first final building and zoning inspection, a reverse-flow public sewer line shall be constructed in Katella Avenue from a point east of the I-5/Anaheim Boulevard to State College Boulevard to accommodate the sewage flow in excess of that projected from the land uses permitted by The Disneyland Resort Specific Plan within the boundaries of Pointe*Anaheim, which cannot be accommodated by current capacity.

Line sizing and implementation of this measure will be as follows:

- Analyze the Pointe*Anaheim sewer flows with the City's updated Basin 8 model to determine local sewer impacts and downstream impacts to the Katella sewer system.
- Determine the size and limits of a new public sewer in Katella, east of Interstate 5, to intercept and redirect flows from the ASAMLUP tributaries.
- Coordinate all analysis, findings, and conclusions for approval with the City of Anaheim.

Significance of Wastewater/Sewer Service Impacts

With implementation of mitigation measures, no significant unavoidable adverse impacts to wastewater/sewer service would result.

4.10.8 STORM DRAINS

Summary of Previous Environmental Analysis

EIR No. 311 concluded that there were storm drain facilities in the project area which were inadequate to handle any increase in drainage runoff flows. This included storm drain pipes in Katella Avenue, which were estimated to only handle runoff of a two-year frequency storm event. With implementation of project design features and mitigation measures identified in EIR No. 311, impacts were determined to be reduced to a level considered less than significant.

Project Impacts

The proposed project would generally result in the same amount of impervious surface associated with development of The Disneyland Resort as depicted in EIR No. 311. The pervious surface would be reduced to 1.82 acres from an existing 4.4± acres. The mitigation measures outlined in EIR No. 311 for The Disneyland Resort are applicable to the proposed project, and are required to be implemented by the project owner/developer. With implementation of these required mitigation measures, potential impacts of the project on storm drain facilities would not be considered significant.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to the issuance of the first building permit, the property owner/developer shall comply with the Storm Drain Impact and Improvement Fee Program for the South Central City Area (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995); or, the City may enter into alternative financing arrangements with the property owner/developer prior to approval of the first Grading Plan. (MM 3.10.8-2)

Additional Mitigation Measures

None required.

Significance of Storm Drain Impacts

With implementation of the required mitigation measure described above, the project would not result in significant unavoidable adverse impacts to storm drain facilities.

4.10.9 ELECTRICITY

Summary of Previous Environmental Analysis

EIR No. 311 included an assessment of the additional demand for electricity which would result from implementation of The Disneyland Resort Specific Plan. It was concluded that the existing electrical facilities were not capable of meeting The Disneyland Resort Project's electrical demand. It was identified that a new substation would be required.

The Public Utilities Department has planned for new loads to be fed via a combination of upgrading existing circuits and the addition of new circuits via existing and proposed infrastructure.

Project Impacts

IWA Engineers conducted a power demand analysis for the Pointe*Anaheim project to determine the potential impacts to electric services. The power demand analysis is included in Appendix G. The electric demand of the Pointe*Anaheim project was compared to the demand resulting from current entitlements at the project location. The electric demands for the Pointe*Anaheim project and current entitlements are presented in Table 4.10-6. A more detailed breakdown of the power demand is presented in Table 1 of Appendix G.

As shown in the table, the electric demand for the Pointe*Anaheim project is 14.1 Mega Volt Amps (MVA) compared to 9.4 MVA based on current entitlements. This represents a 50 percent increase in projected demand. The City Public Utilities Department has indicated that the current electrical distribution system servicing the project area is not sufficient to provide for the project demand load, resulting in a significant impact. Electrical service is available; however, additional circuits are necessary to meet forecasted demand loads. Implementation of mitigation measures identified below would reduce impacts to electric services to a level considered less than significant.

It should also be noted that the proposed project involves the demolition of approximately 315,400 square feet of existing uses with an estimated average daily peak demand of 2.4 MVA. Taking this into consideration, the net additional electric demand with the project would be 11.7 MVA.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, the property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standards for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). (MM 3.10.9-2)

**TABLE 4.10-6
POINTE*ANAHEIM ELECTRIC DEMAND**

Land Use	Area (square feet)	Average Load Demand per square foot (volt amps)	Average Daily Peak Demand
Current Maximum Density Allowed by The Disneyland Resort Specific Plan			
Hotel/Commercial	1,874,400	4.8	8,997,120
Parking (car)	745,500	0.5	372,750
Total			9,369,870
Pointe*Anaheim Project			
Hotel	923,800	4.8	4,434,240
Theater	85,000	12.7	1,079,500
Retail (Specialty)	335,000	8.6	2,881,000
Restaurant	140,000	14.5	2,030,000
Entertainment (night club)	40,000	14.5	580,000
Entertainment (games/video)	25,000	12.7	317,500
Entertainment (museum)	25,000	10.1	252,500
Roof Top Family Entertainment Center	141,200	12.7	1,793,240
Parking	1,492,000	0.5	746,000
Total			14,113,980
Increase Over Current Allowed Density			4,744,110
Land Uses Removed			
Anaheim Plaza Hotel	110,600	4.8	530,880
Melody Land Complex	134,800	10.1	1,361,480
Clementine Industrial Bldgs.	45,000	8.6	387,000
Retail	11,000	8.6	94,600
Rip Van Winkle Motel	14,000	4.8	67,200
Total			(2,441,160)
Net Total			11,672,820
Source: IWA Engineers, September 1998.			

2. Prior to issuance of each building permit (to be implemented prior to each final building and zoning inspection), in order to conserve energy, Pointe*Anaheim shall implement numerous energy saving practices in compliance with Title 10, which may include the following:
 - Consultation with the City energy-conservation experts for assistance with energy-conservation design features.
 - Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors.
 - Use of electric motors designed to conserve energy.
 - Use of special lighting fixtures such as motion sensing light switch devices and compact fluorescent fixtures in place of incandescent lights.
 - Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots. (PDF 3.10.9-2)

Additional Mitigation Measures

3. Prior to issuance of the first building permit, the property owner/developer shall install electrical and communication conduit and substructures within the development site to provide for electrical distribution to serve the various uses within the development.
4. Prior to issuance of the first building permit, the property owner/developer shall pay fees in accordance with Anaheim's Electric Rates, Rules & Regulations for installation of backbone cables, switches and related facilities to provide electrical distribution to the development site.
5. Prior to issuance of each building permit, the property owner/developer shall pay fees in accordance with Anaheim's Electric Rates, Rules and Regulations for electrical commercial/industrial services for specific uses within the development site.
6. Prior to the issuance of the first building permit, analysis and validation of available electricity capacity will be conducted to the satisfaction of the Public Utilities Department and, if deemed necessary, additional mitigation provided by the property owner/developer to the satisfaction of the Public Utilities Department, if the applicant proposes to build the movie theater complex.

Significance of Electricity Impacts

With implementation of the required mitigation measures described above, the project would not result in significant unavoidable adverse impacts to electrical facilities.

4.10.10 NATURAL GAS SERVICE

Summary of Previous Environmental Analysis

EIR No. 311 included an assessment of the additional demand for natural gas which would result from the implementation of The Disneyland Resort Specific Plan. Southern California Gas (SCG),

the utility purveyor in the project area, indicated that they would be able to supply all of The Disneyland Resort Specific Plan Area with natural gas without impacting existing service.

Project Impacts

The proposed project would increase the demand for natural gas beyond what would be needed for current entitlements. As identified in EIR No. 311, gas service would be added to the existing system by SCG as necessary to meet the requirements of the project. According to Rick Perez of the Southern California Gas Company, the existing gas mains located along Katella Avenue, Disney Way, and Freedman Way have enough capacity to adequately meet the needs of Pointe*Anaheim without impacting existing service. No impacts to natural gas service would result from the Pointe*Anaheim project.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, the property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code). (MM 3.10.10-1)
2. Prior to approval of each final building and zoning inspection, the property owner/developer shall implement a program (The Southern California Gas Company has developed several programs which are intended to assist in the selection of the most energy-efficient water heaters and furnaces.), as required, to reduce the demand on natural gas supplies. (MM 3.10.10-2)

Additional Mitigation Measures

None required.

Significance of Natural Gas Impacts

With implementation of the required mitigation measures described above, the project would not result in significant unavoidable adverse impacts to natural gas facilities.

4.10.11 TELEPHONE SERVICE

Summary of Previous Environmental Analysis

EIR No. 311 concluded that implementation of The Disneyland Resort Specific Plan would increase the demand for telephone services; however, Pacific Bell indicated that they could meet the demand without impacting existing customer service. It was also identified that there may be an increased demand for fiber optic service. No significant unavoidable adverse impacts to telephone service were identified.

Project Impacts

The proposed project would also result in an increased demand for telephone service; however, this increased demand would not represent a significant impact. The project would not require the implementation of substantial new facilities and would not impact existing services provided. Mr. Jack Stewart of Pacific Bell stated that project needs will be met without an impact to existing customers.

Mitigation Measures

As there will be no negative impacts to telephone service created by development of the project, no mitigation is required.

Significance of Telephone Service Impacts

No significant unavoidable adverse impacts on telephone services would result with project implementation.

4.10.12 TELEVISION SERVICE/RECEPTION

Summary of Previous Environmental Analysis

EIR No. 311 concluded that, although implementation of The Disneyland Resort Specific Plan would increase the demand for cable television services; this would not represent a significant impact. It was also identified that the television reception of residents and businesses currently without cable television service might be negatively impacted by multi-story hotels or other tall structures associated with the project. Mitigation requiring an assessment of area television reception following completion of new projects and restoration of reception to its original conditions reduced potential impacts to a level of insignificance.

Project Impacts

The proposed project would also result in an increased demand for television service; however, this increased demand would not represent a significant impact. Because the proposed project also includes tall structures (the highest structure would be 145 feet), the proposed project has the potential to interfere with television reception in the vicinity of the project. The application of required mitigation measure from EIR No. 311, as identified below, would ensure that no significant unavoidable impacts to television reception result.

Mitigation Measures

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of the first building permit; a pre-project study of area television reception shall be undertaken by the property owner/developer to determine baseline conditions; and six months after topping out, a follow-up study of area television reception shall be undertaken immediately by the property owner/developer. If the City of Anaheim determines that the proposed project creates a significant impact on broadcast television reception at local residences, a signal booster or relay system shall be installed on the roof of the tallest project building to restore broadcast television reception to its original condition as soon as practicable. (MM 3.10.12-1)

Additional Mitigation Measures

None required.

Significance of Television Service Impacts

No significant unavoidable adverse impacts on television services would result with project implementation.

4.11 HAZARDOUS MATERIALS

4.11.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The potential release of a hazardous material that results in the contamination of the environment or the exposure of people to hazardous materials resulting from the implementation of the Disneyland Resort Specific Plan was addressed in EIR No. 311. EIR No. 311 concluded that with implementation of mitigation measures, impacts associated with hazardous materials would be reduced to a level considered less than significant.

4.11.2 PROJECT IMPACTS

A Phase I Environmental Site Assessment (ESA) for the Pointe*Anaheim project was prepared by Northwest Envirocon, Inc (April 17, 1998). The complete Phase I ESA report is contained in Appendix H of this document.

The result of the Phase I ESA identified the following environmental conditions that could potentially impact the proposed project site:

- ▶ A Chevron gasoline station formerly occupied the northwest corner of the project site from approximately the early 1960's until the early 1980's. Gasoline stations can present an increased level of environmental concern due to the potential for subsurface leakage from Underground Storage Tank (UST) systems, oil/water clarifiers, and hydraulic lifts. File information provided by the Orange County Health Care Agency (OCHCA) and the Anaheim Fire Department (AFD) indicates that while the former USTs were removed in 1982, no subsurface soil sampling was performed. It is possible that petroleum contamination exists in the soils underneath the site. In addition, several circular patched areas, potentially indicative of previous subsurface investigation, were observed on the asphalt lot in the area of the former Chevron station. However, no prior environmental documentation was provided to, or revealed by Northwest Envirocon, Inc., during its investigation.
- ▶ Two light industrial structures on the project site (1731-1741 and 1751-1755 South Clementine Street) were not inspected due to lack of permissible access at the time of the site visit.
- ▶ During on-site observations suspect Asbestos-Containing Building Materials (ACMs) were identified in all of the inspected older existing buildings, including but not limited to: texturized ceiling material, 12"x 12", 2' x 4', and 4' x 4' ceiling tiles, vinyl flooring, sheetrock/joint compound, plaster, pipe joint installation, exterior stucco and roofing materials. All observed materials appeared to be well maintained. As defined in the National Emission Standards for Hazardous Air Pollutants (NESHAP) Section 61.141, the observed materials may be classified as suspect regulated ACMs. Identified homogeneous materials which contain asbestos are grouped into one of two categories by the Environmental Protection Agency (EPA). The categories include Regulated Asbestos-Containing Material (RACM) and Category 1 Nonfriable Asbestos-Containing Material (CAT 1). The handling procedures of these asbestos-containing materials differ depending on the EPA category. Mitigation to minimize impacts associated with asbestos-containing materials is provided in Mitigation Measure 12 of Section 4.8.3.

- ▶ Based upon the age of the building, it is possible that suspect lead-based paints (LBP) were used. During onsite observation, suspect LBP were identified in all of the inspected older existing buildings. Suspect LBP included all painted surfaces, interior and exterior. Some peeling paint was identified at each facility which will require abatement prior to demolition activities. Abatement of peeling paint can be addressed in conjunction with asbestos abatement activities. Mitigation to minimize impacts associated with suspect LBP is provided in Mitigation Measure 8 of this section.

No further potential environmental risks or recognized environmental conditions indicating the presence of hazardous conditions were observed or discovered. The potential for exposure of people to hazardous materials during construction is considered a significant impact. With implementation of mitigation measures required in EIR No. 311 and the additional mitigation measures listed in this section, this impact will be reduced to a level considered less than significant.

4.11.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to approval of the first grading plan or issuance of the first demolition permit, whichever occurs first, investigation for the presence of cryptic tanks using geophysical methods shall be conducted in the subject area for the property owner/developer by a qualified environmental professional in the areas of former service stations and those areas known or thought to have been formerly occupied by USTs and where tank removal has not been verified prior to excavation or grading in these areas.

Soil sampling or a soil organic vapor survey may be required if soil sampling results are not available or indicate contamination is present above regulatory guidelines. If warranted, subsurface investigation and sampling shall be undertaken in these areas, and appropriate remediation measures developed, if necessary, before demolition, excavation, or grading takes place in these areas. (MM 3.11-2)

2. Prior to removal of underground tanks, a permit shall be obtained from the Environmental Protection Section of the Fire Department for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Fire Department, Environmental Protection Section, shall be onsite to direct soil sampling. (MM 3.11-3)
3. On-going during remediation, remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Public Utilities Department, Water Services Administration, Environmental Services. (MM 3.11-4)
4. Prior to approval of the first grading plan or issuance of the first demolition permit, whichever occurs first, the property owner/developer shall submit a plan for review and approval of the Fire Department, which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite. (MM 3.11-5)
5. Prior to relocation of transformers within non-Disney-controlled properties or City-owned transformers within the Specific Plan Area that may contain PCBs which are being moved

or relocated as part of project development, the transformers shall be tested by the property owner/developer for PCBs. (MM 3.11-8)

Additional Mitigation Measures

The following additional mitigation measures are as a result of the Phase I ESA completed for the project.

6. Prior to approval of a grading plan, a subsurface investigation and sampling, if needed, shall be undertaken by a qualified environmental professional for the property owner/developer to the satisfaction of the Public Utilities Department, Water Services Administration, Environmental Services, to determine if the former Chevron station's USTs and/or business practices have environmentally impacted the subject property.
7. Prior to approval of a grading plan, a physical inspection of the interiors of 1731-1741 and 1751-1755 South Clementine Street (to be renamed "Freedman Way"), as well as the surrounding grounds, shall be conducted by a qualified environmental professional for the property owner/developer to the satisfaction of the Orange County Health Department/Anaheim Fire Department to accurately assess any potential presence of hazardous waste materials at said properties.

Where possible, interviews with property owners and/or company representatives shall be conducted to obtain information on the hazardous material usage histories and handling practices of the sites and, if available, copies of contaminant investigation reports shall be reviewed to evaluate the presence and level of hazardous substances in the soil at each property. The results of this investigation shall be submitted to the Orange County Health Department/Anaheim Fire Department for review and approval.

If warranted, subsurface investigation and sampling shall be undertaken by a qualified environmental professional in coordination with the Orange County Health Department. Appropriate remediation measures shall be developed, if necessary, before demolition, excavation, or grading take place in these areas.

8. On-going during abatement of LBP, all aspects of Title 8, California Code of Regulation, § 1523.1 shall apply. These include manual demolition, manual scraping, manual sanding, heat gun applications, general cleanup, power tool cleaning with dust collection systems, and spray painting. At a minimum, half-mask air purifying respirators shall be utilized during these types of tasks. In addition, all other aspects of Title 8, California Code of Regulations, § 1523.1 shall apply. These include employee exposure assessment respiratory protection program, protective clothing, housekeeping, hygiene facilities and practices, medical surveillance program, proper employee training in the hazards of working with lead-containing materials, posting of warning signs, engineering controls, employer record keeping observation monitoring, and observation procedures.
9. On-going during demolition, appropriate disposal of lead and other hazardous materials to landfill shall be required, depending on waste characterization. The State of California requires that all waste streams be characterized based on Waste Extraction Tests (WET), such as total Soluble Threshold Limit Concentrations (STLC), to determine appropriate disposal facility and procedures.

4.11.4 SIGNIFICANCE OF HAZARDOUS MATERIALS IMPACTS

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with hazardous materials.

4.12 VISUAL RESOURCES AND AESTHETICS

4.12.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

EIR No. 311 evaluated the effects of the Disneyland Resort Specific Plan on visual resources. The visual setting of the area was described as being urban in character with the major arterial streetscapes (Katella Avenue and Harbor Boulevard) being dominated by prominent commercial signage, overhead utility lines, minimal landscaping, varied architecture, and limited, indistinct pedestrian areas. The visual analysis focused on the proposed development within the four proposed districts of the Specific Plan (Theme Park District, Hotel District, Parking District, and Future Expansion District). Because the proposed project is within the East Parking Area of the Parking District/CR-Overlay, this summary focuses on the analysis results of that component of the Disneyland Resort Specific Plan.

Land uses surrounding the Parking District, East Parking Area/CR-Overlay site which would be exposed to visual changes and potential shade and shadow effects from the East Parking Area included motels along Harbor Boulevard, Odetics Industries to the north, and industrial buildings to the east along Clementine Street. From a visual change perspective, it was concluded that the proposed uses would be consistent with existing land uses and would not represent a significant visual impact. It was also concluded that hotels east of the project site could be subject to shade and shadow effects. SP92-1 is written precluding significant shadows (more than 50 percent of daylight hours) cast on any existing pools or other outdoor recreation uses; therefore, no significant impacts would result.

4.12.2 PROJECT IMPACTS

Visual Character

As a result of signage replacement, roadway improvements, utility undergrounding programs and mitigation requirements established as part of The Disneyland Resort and Anaheim Resort Specific Plans, the visual setting of the project area has been improving since the respective EIRs were certified. Specifically in the vicinity of the project site, pole signage which was a prominent visual feature, has been replaced with new Anaheim Resort monument signs. Roadway widening, undergrounding of utilities, and extensive landscape/streetscape improvements are being completed on Katella Avenue and Harbor Boulevard. Exhibits 4.12-1a - c provide recent photographs of the project site and surrounding areas (photos taken in August 1998). Following is a description of the photograph locations, and an explanation as to how the proposed project would change these views.

Photo 1 - Freedman Way/Katella Avenue Intersection - This photo depicts the view toward the southeast portion of the site. As shown, Katella Avenue is currently undergoing roadway improvements. As part of this construction the overhead utility lines will be undergrounded. The Rip Van Winkle Motel which is in the foreground of this view would be demolished as part of the proposed project, as would the small commercial center shown in the middleground view of the photograph. With implementation of the proposed project, the live theaters and a proposed hotel would be the primary focal point in this viewshed. The perimeter of the site would be landscaped. The proposed project would not change the urban nature of the area, and would improve the aesthetic character.

Photo 2 - Mid-block along Freedman Way - This photo depicts the current view from Freedman Way west toward the project site. Industrial uses are in the foreground view and structures associated with Melodyland and hotel uses along Harbor Boulevard can be seen



PHOTO 1 View to the southeast portion of the site from Freedman Way/Katella Avenue.

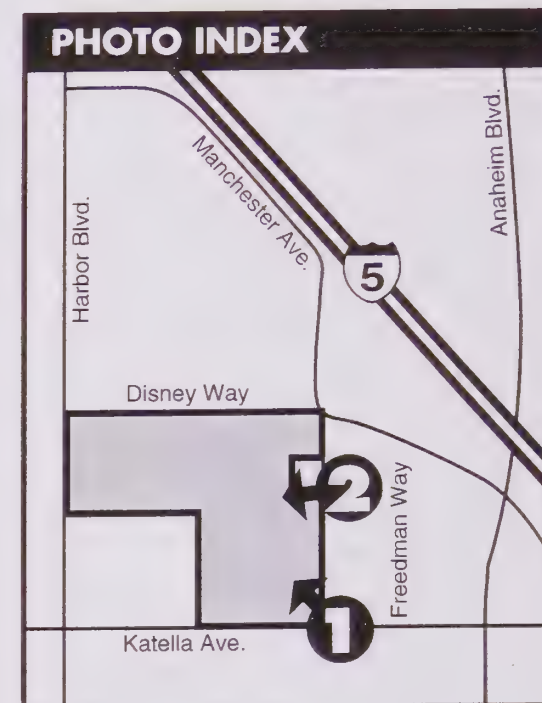


PHOTO 2 View from Freedman Way to project site.



PHOTO 3

View of project site from Katella Avenue.

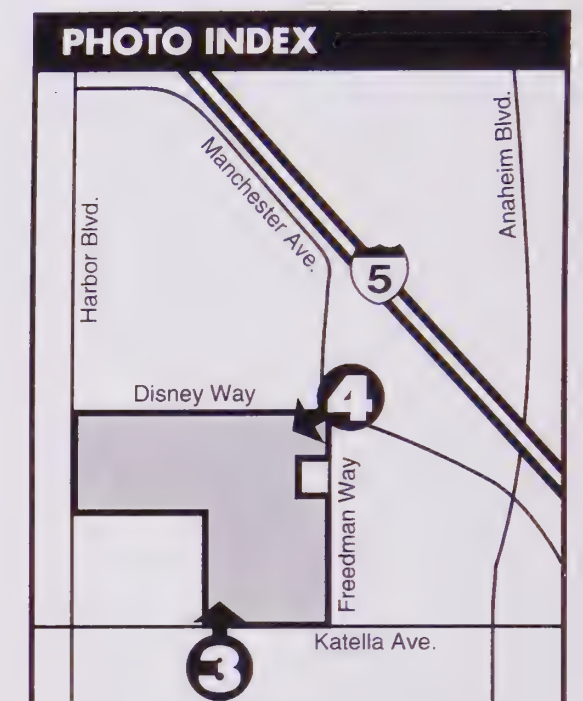


PHOTO 4

View to the northeast portion of the project site from Freedman Way/Disney Way intersection.



PHOTO 5 View to the northwest portion of the project site from Disney Way east of Harbor Boulevard.



in the background view. There is currently minimal to no landscaping or visual enhancements in this area. With the proposed project, the live theaters would be the primary visual focus. Views of this area can be seen from hotels on the east side of Freedman Way. The theaters would be approximately 60 feet high and would be set back from the street approximately 20 feet. While the massing of the proposed uses would be greater than existing uses, the visual change would not represent a significant impact in this urban setting. No sensitive views would be obstructed.

Photo 3 - Katella Avenue Toward Site - This photo shows the current view from Katella Avenue (between Harbor Boulevard and Freedman Way). As can be seen, the view is of low sensitivity. There is a vacant lot surrounded by older commercial, industrial and motel uses. The introduction of a new hotel and other uses into this viewshed would be visually consistent with other new hotel uses along Katella Avenue to the west (Holiday Inn Express, Four Points Sheraton). The project would visually enhance this viewshed.

Photo 4 - Freedman Way/Disney Way Intersection - This photo depicts the view of the northeast portion of the project site. The new Fire Station No. 3 can be seen in the middleground view in the left of the photo. A hotel is proposed in this portion of the project site and would become the focus of the viewshed. As with the other views, the introduction of the hotel would introduce larger and higher structures to the project site; however, no sensitive views would be obstructed, and the overall visual character of this urban area would be enhanced. The hotel and other project uses in this area would also be consistent with hotel uses on the east side of Freedman Way.

Photo 5 - Disney Way, east of Harbor Boulevard - This photograph depicts the view of the northwest portion of the project. The Melody Land Christian Center can be seen in the background of the photograph. Existing structures shown will be demolished and replaced with retail and hotel uses (retail in the foreground). The proposed project would alter the viewshed; however, this would not be considered a significant impact. The proposed visual changes could be considered a benefit to the area.

The Pointe*Anaheim project would be developed in accordance with The Disneyland Resort Specific Plan. Additionally, the heights of the proposed structures would be in accordance with the established height limitations for the project site, as previously discussed in Section 4.2, Land Use Compatibility. The project site currently does not exhibit any high visual qualities and is not in the viewshed of any sensitive uses. The proposed project would contribute to the visual enhancement of the area which has already been initiated. As analyzed in EIR No. 311, development of the project site would not result in adverse visual changes.

Shade, Shadow, and Illumination Effects

The City of Anaheim requires that analysis be conducted for individual projects to determine if proposed structures could create significant shade and shadow impacts on adjacent land uses. Based on the City's established criteria, a shade and shadow effect would be considered significant when outdoor active areas (e.g., eating areas, hotel/motel swimming pools, and residential front and back yards) or structures that include sensitive uses (e.g. residences) that have windows that normally receive sunlight are covered by shadows for more than 50 percent of the sunlight hours.

To assess the potential shadow effects resulting from the Pointe*Anaheim project, computer generated graphics depicting the shadow effects of the project during the summer (June 22) and the winter (December 21) were prepared and are included in Appendix I. The graphics were developed based on the height of buildings as shown on Exhibit 3-4, Roof Plan. For June 22, the extent of the shadows were mapped every two hours between 8:00 a.m. and 6:00 p.m. For

December 21, the extent of the shadows from 8:00 a.m. to 4:00 p.m. were determined at two hour increments. The shadows at 8:30 a.m. and 9:00 a.m. were also mapped.

A site visit was conducted to identify land uses in the vicinity of the project site which have outdoor active areas requiring consideration in this analysis. There are a number of hotel and motel uses which surround the project site. The structures which would be subject to a shadow effect from the project site include the Super 8 Motel adjacent to the southwestern boundary of the site; the Hawthorne Suites and Residence Inn located east of Freedman Way; and the Ramada Maingate north of Disney Way and the existing miniature golf course.

As shown on the exhibits presented in Appendix I, the project would not cause significant shadow effects to surrounding uses. In the summer (June 22), shadows are experienced to the west of the proposed development in the morning. This would effect the Super 8 Motel between 8:00 and 10:00 a.m. By 12:00 p.m. the shadow in this area is gone. While the shadow could affect the outdoor pool associated with the Super 8 Motel, it would not be for more than 50 percent of the time, and would also be in the morning hours when the pool is typically not being used. Between 12:00 and 4:00 p.m. the shadows from structures within the Pointe*Anaheim project would not extend beyond the project limits. Between 4:00 and 6:00 p.m. the shadow effect is to the east and the shadow from the live theaters would extend to the Hawthorne Suites and could affect balcony areas on the west side of the structure. Given the short duration of the shadow on this structure, the impact would not be considered significant. The pool for this hotel is located on the east side of the roof and would not be impacted by the shadow effect.

In the winter, notable shadow effects are not experienced until approximately 9:00 a.m. At this time, the shadows extend to the northwest and affect the Super 8 Motel and the Ramada Maingate hotel north of Disney Way. These shadows would be gone by 12:00 p.m. These uses would be affected less than 50 percent of the time during sunlight hours; therefore, no significant impacts would result. Afternoon shadows would not affect any sensitive uses.

Light from the parking structure (including the roof top family entertainment center), hotels, and other visitor-serving uses would add to the illumination of the area at night. Nighttime illumination of buildings, pedestrian walkways, and the parking structure would be used to highlight building design features, emphasize the entrance points to the project site, and create a feeling of security. There is a potential for the project lighting to spill over into adjacent areas, including hotels/motels, representing a significant impact. As identified in the mitigation required below, the lighting will be designed to avoid light intrusion on surrounding uses, including hotels/motels. No significant impacts from nighttime illumination features would result with implementation of the project, after implementation of the required mitigation measures.

4.12.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to final site plan approval, the property owner/developer shall submit plans which illustrate that all mechanical equipment and trash areas for the subject buildings will be screened from adjacent public streets and adjacent residential areas. Implementation of this mitigation shall occur prior to final building and zoning inspections. (MM 3.12-2)
2. Prior to final site plan approval, the property owner/developer shall submit a landscape and irrigation plan. This plan shall be prepared by a licensed landscape architect. The landscape plan shall include a phasing plan for the installation and maintenance of landscaping associated with that final site plan. (MM 3.12-3)

3. Prior to final building and zoning inspection, the property owner/developer shall participate in a landscape assessment and maintenance district, as adopted for the Anaheim Resort. (MM 3.12-5)

Additional Mitigation Measures

4. If the height of any building onsite is higher than shown on the conceptual plans/exhibits submitted in connection with Conditional Use Permit No. 4078, prior to submittal of each final site plan, the property owner/developer shall submit a shade and shadow analysis to the Planning Department for review and approval demonstrating that the proposed structure(s) would not create significant shade and shadow impacts on adjacent land uses. A significant shade and shadow impact would occur when outdoor active areas (e.g., eating areas along Harbor Boulevard, hotel/motel swimming pool areas, etc.) or structures that include sensitive uses (e.g., residences) have windows that normally receive sunlight are covered by shadows for more than 50 percent of the sunlight hours. If the analysis identifies shade and/or shadow impacts would occur and the building setback, architectural massing and landscape requirements provisions set forth in Section 5.0, Design Plan of the Anaheim Resort Specific Plan, do not function as feasible mitigation measures, additional technical review of the structure(s) will be required. The height of all structures shall not exceed the maximum height permitted by The Disneyland Resort Specific Plan.
5. Prior to final site plan approval, the property owner/developer shall submit plans which detail the lighting system for the proposed project. The systems shall be designed and maintained in such a manner as to conceal light sources to the extent feasible to minimize light spillage and glare to the adjacent uses. The plans shall be prepared and signed by a licensed electrical engineer, with a letter from the engineer stating that, in the opinion of the engineer, this requirement has been met.

4.12.4 SIGNIFICANCE OF VISUAL IMPACTS

With implementation of the required mitigation measures described above, the project would not result in significant adverse visual impacts.

4.13 CULTURAL RESOURCES

4.13.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The potential impacts to cultural resources resulting from the implementation of the Disneyland Resort Specific Plan were addressed in EIR No. 311. EIR No. 311 concluded that there would be no impacts to cultural, historic, or prehistoric resources. However, incorporation of the required mitigation measures will ensure that if any cultural resources are discovered during grading or development of the project, potential impacts would be mitigated to a level considered less than significant.

4.13.2 PROJECT IMPACTS

A records search for the Disneyland Resort Specific Plan and Anaheim Resort Area was prepared by the California Regional Archaeological Information Center at the UCLA Institute of Archaeology in May of 1991. The Center reviewed all recorded historic and prehistoric sites in the study area, as well as all known cultural resource survey and excavation reports within The Disneyland Resort Specific Plan area. In addition, historic maps on file at UCLA were reviewed for the study area. The search identified no historic or prehistoric cultural resources within the study area. No impacts to cultural resource are anticipated; however it is possible that construction activities could uncover cultural resources.

4.13.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to approval of each grading plan, the property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented:
 - a. The archaeologist must be present at the pregrading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage.
 - b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution.
 - c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area.
 - d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted. (MM 3.13-1)
2. Prior to approval of each grading plan, the property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented:
 - a. The paleontologist must be present at the pregrading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage.
 - b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational research institution.
 - c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area.
 - d. A final report detailing the findings and disposition of the specimens shall be submitted. Upon completion of the grading, the paleontologist shall notify the City as to when the final report will be submitted. (MM 3.13-2)

Additional Mitigation Measures

None required.

4.13.4 SIGNIFICANCE OF CULTURAL RESOURCE IMPACTS

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with cultural resources.

4.14 ENERGY

4.14.1 SUMMARY OF PREVIOUS ENVIRONMENTAL ANALYSIS

The potential impacts to energy resulting from the implementation of The Disneyland Resort Specific Plan were addressed in EIR No. 311. EIR No. 311 concluded that although the project will consume substantial amounts of energy, including vehicular fuel, electricity and natural gas, the proposed usage is consistent with the assumed usage under approved plans and policies. EIR No. 311 concluded, with implementation of the mitigation measures stated in Sections 3.3, 3.4, 3.10.-9, and 3.10-10 of EIR No. 311, project-related vehicular fuel consumption impacts and other energy usage impacts would be reduced to a level considered less than significant.

4.14.2 PROJECT IMPACTS

The proposed project would not conflict with adopted energy conservation plans and policies. Energy consumption for the proposed project would occur during construction and operation of the proposed project. As indicated in EIR No. 311, the project will contribute to consumption of substantial amounts of energy within The Disneyland Resort Specific Plan area, including vehicular fuel, electricity and natural gas. Implementation of energy, transportation and circulation, air quality, electrical facilities, and natural gas service mitigation measures stipulated in the Mitigation Monitoring Program prepared for The Disneyland Resort Specific Plan will substantially reduce such energy consumption.

4.14.3 MITIGATION MEASURES

Required Mitigation Measures from Modified Mitigation Monitoring Program No. 0067

1. Prior to issuance of each building permit, the property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the proposed project to the extent feasible. (MM 3.14-2)

Additional Mitigation Measures

None required.

4.14.4 SIGNIFICANCE OF ENERGY IMPACTS

With implementation of mitigation measures described above, the project would not result in any unavoidable adverse impacts associated with energy.

SECTION 5 REPORT PREPARERS

CITY OF ANAHEIM

Planning Department

Deputy Planning Director	Mary McCloskey
Senior Planner	Linda Johnson
Senior Planner	Lucy Yeager
Associate Planner	Della Herrick

Public Works

Director of Public Works	Gary Johnson
Deputy City Engineer	Russell Maguire
Principal Civil Engineer	Mark Komoto
Civil Engineer	Natalie Meeks
Traffic/Transportation Manager	John Lower
Principal Traffic Engineer	Taher Jalai

Public Utilities

Water Engineering Manager	Donald Calkins
Inspector Supervisor	George Martin
Senior Electrical Engineer	Edward Murdock
Resource Efficiency Advisor II	Cathy Templeton

Police

Officer-Planning and Research	Dan Ballew
-------------------------------------	------------

CONSULTANTS

BonTerra Consulting

Principal-in-Charge/Project Manager	Joan Patronite Kelly, AICP
Environmental Analysis	Christina L. Andersen
	Ron P. Menguita

IWA Engineers

Utilities	Kelly Nolan
	Richard Burns

Jerde Partnership

Shade/Shadow	Glenn Nordlow
	Stan Hathaway

JHA Environmental Consultants, LLC

Air Quality Jo Anne Aplet

Mestre Greve Associates

Noise Fred Greve
Martin Beale

Meyer, Mohaddes Associates

Traffic Michael Meyer
Viggen Davidian

SECTION 6 REFERENCES

City of Anaheim. 1994 (September), as amended *The Anaheim Resort Specific Plan*.

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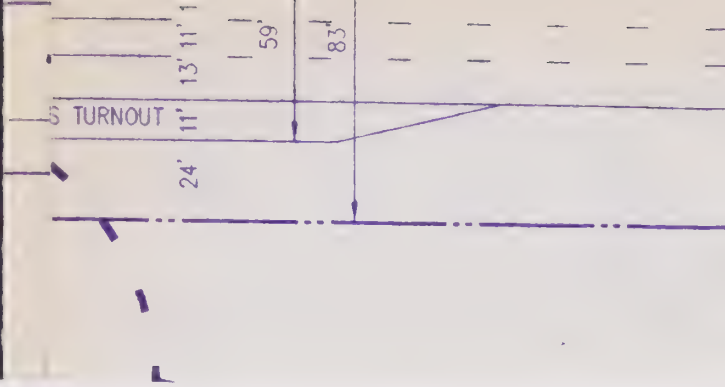
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Personal Communication, S. San Martin, Anaheim City Elementary School District, 1998 (September). Provided Information Regarding School Capacity and Current Enrollment.

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Public Economics, Inc., *Anaheim Union High School District 1998 Developer Fee Increase*, March 8, 1998



Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

Oversized Map or Foldout not scanned.

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Institute of Governmental Studies Library, UC Berkeley.

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TECHNICAL APPENDICES

APPENDIX A
INITIAL STUDY CHECKLIST

INITIAL STUDY
OF ENVIRONMENTAL IMPACT



CITY OF ANAHEIM

Project Identification Pointe*Anaheim

Project Location: The Pointe*Anaheim project is proposed in the City of Anaheim in central Orange County. The project site is generally located on the north side of Katella Avenue, the south side of Disney Way (previously Freedman Way), the west side of Freedman Way (previously Clementine Street), and the east side of Harbor Boulevard.

Project Description: The project involves a fully-integrated, mixed-use development consisting of the following: 565,000 gross square feet of restaurant/dining/entertainment uses (RDE); two to three hotels comprising a maximum of 1,050 hotel rooms/suites with accessory uses; a multiplex theater including either 4,600 seats for live performances or 4,757 seats for movies; a parking structure with approximately 4,428 automobile and 25 bus parking spaces; and a family entertainment center of approximately 141,200 square feet on the top floor of the parking structure.

Name of Owner Pointe*Anaheim, LLC
Project Applicant Western Asset Management Phone (602) 808-8887
Address 4455 E. Camelback Road, Suite C-246, Phoenix, AZ 85018

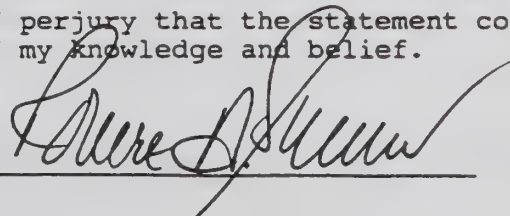
(if applicable):
Agent's Name Anaheim Center for Entertainment, LLC
Robert Shelton Phone (949) 851-8281
Address 30 Via Lucca, No. F-102 Irvine, CA 92612

Under the provisions of the California Environmental Quality Act (CEQA):

1. An Initial Study will be conducted to determine whether or not the project described above could have a significant individual or cumulative adverse impact on the environment. The Initial Study shall consist of and incorporate the Findings of Fact on the following pages.
2. If the Initial Study concludes that there will be no significant environmental impact, then a Negative Declaration will be prepared by City staff. Or, if the Negative Declaration is approved by the Lead Agency, it will not be necessary to submit an Environmental Impact Report (EIR) for this project.
3. If the Initial Study concludes that there could be significant individual or cumulative adverse environmental impact (or if a Negative Declaration is not approved by the Lead Agency), then it will be necessary for you to submit a Draft EIR in accordance with the City of Anaheim EIR Guidelines.

I request that an Initial Study be conducted and agree to provide all applicable information pertaining to the questions in the Findings of Fact.

I declare under penalty of perjury that the statement contained herein are correct information to the best of my knowledge and belief.

Signature of Applicant 

Date Oct. 29, 1988
Rev. 8/79

INITIAL STUDY - FINDINGS OF FACT

Yes Maybe No

- | | Yes | Maybe | No |
|--|----------|----------|----------|
| 1. Could project change proposed uses of land, as indicated on the General Plan, either on project site or within general area?
REFER TO SECTION 4.1 | <u>X</u> | _____ | _____ |
| 2. Would significant increases in either noise levels, dust, odors, fumes, vibration or radiation be generated from project area, either during construction or from completed project other than those resulting from normal construction activity?
REFER TO SECTION 4.5 | <u>X</u> | _____ | _____ |
| 3. Will project involve application, use or disposal of hazardous or toxic materials?
REFER TO SECTION 4.11 | <u>X</u> | _____ | _____ |
| 4. Will any deviation from any established environmental standards (air, water, noise, light, etc.) and/or adopted plans be requested in connection with project?
REFER TO SECTION 4.4, 4.5, 4.7, 4.12 and 4.1 | <u>X</u> | _____ | _____ |
| 5. Will project require certification, authorization or issuance of a permit by any local, state, or federal agency? (Health Department, Atomic Energy Commission, Air Pollution Control District, etc.).
REFER TO SECTION 4.7 | <u>X</u> | _____ | _____ |
| 6. Will the project require the use of significant amounts of energy which could be reduced by the use of appropriate mitigation measures?
REFER TO SECTION 4.14 | <u>X</u> | _____ | _____ |
| 7. Could the project create a traffic hazard or congestion?
REFER TO SECTION 4.3 | <u>X</u> | _____ | _____ |
| 8. Could project result in any substantial change in quality, quantity, or accessibility of any portion of regions' air or surface and ground water resources?
REFER TO SECTIONS 4.4 and 4.7 | _____ | _____ | <u>X</u> |
| 9. Will project involve construction of facilities in an area which could be flooded during an intermediate regional flood?
REFER TO SECTION 4.10.8 | _____ | _____ | <u>X</u> |
| 10. Will project result in need for public facilities or services beyond those presently available or proposed in near future?
REFER TO SECTION 4.10 | _____ | <u>X</u> | _____ |
| 11. Could the project result in the displacement of community residents?
REFER TO SECTION 4.9 | _____ | _____ | <u>X</u> |
| 12. Are there any known historical or archeological sites in vicinity of project area which could be affected by project?
REFER TO SECTION 4.13 | _____ | _____ | <u>X</u> |
| 13. Are any natural or man-made features in project area unique or rare (i.e., not normally found in other parts of county or regions)?
REFER TO SECTION 4.6 | _____ | _____ | <u>X</u> |
| 14. Could the project affect the use of a recreational area or area of important aesthetic value or reduce or restrict access to public lands or parks?
REFER TO SECTIONS 4.10.4 and 4.12 | _____ | _____ | <u>X</u> |
| 15. Are there any prominent or specimen trees as defined in Sec. 18.84.038 Tree Preservation of the Municipal Code, or any rare or endangered plant species in project area?
REFER TO SECTION 4 | _____ | _____ | <u>X</u> |
| 16. Does project area serve as habitat, food source, nesting place, source of water, migratory path, etc. for any rare or endangered wildlife or fish species?
REFER TO SECTION 4 | _____ | _____ | <u>X</u> |

INITIAL STUDY - FINDINGS OF FACT

Yes Maybe No

17. Will project be located in immediate area of any adverse geologic feature such as slide prone areas, highly erodible soils, earth faults, etc.?

_____ X

REFER TO SECTION 4.6

18. Could project substantially affect potential use or conservation of a non-renewable natural resource?

_____ X

REFER TO SECTION 4.14

19. Will any grading or excavation be required in connection with project which could alter any existing prominent surface land form, i.e., hillsides, canyons, drainage courses, etc.?

_____ X

REFER TO SECTION 4.6

20. Will any effects of the subject project together or in conjunction with effects of other projects cause a cumulative significant adverse impact on the environment?

X _____

THIS WAS FULLY ADDRESSED IN EIRs NO. 311 AND 313.

DISCUSSION OF FINDINGS AND CUMULATIVE EFFECTS

Attach an explanation of each Finding of Fact response including a clarification of potential individual and cumulative impacts and/or effects.

THE CUMULATIVE EFFECTS ARE DISCUSSED IN DETAIL IN EIRs NO. 311 and 313 AND THE ADDENDUM TO MITIGATION MEASURES (ATTACH ADDITIONAL SHEETS IF NECESSARY) EIR NO. 311.

Describe type and anticipated effect of any measures proposed to mitigate or eliminate potentially significant adverse environmental impacts:

MITIGATION MEASURES FOR POTENTIALLY SIGNIFICANT EFFECTS ARE IDENTIFIED IN SECTION 4, ENVIRONMENTAL EVALUATION, FOR THE RESPECTIVE TOPICAL ISSUES.

MANDATORY FINDINGS OF SIGNIFICANCE REQUIRED BY SECTION 15065 OF THE STATE CEQA GUIDELINES ARE ATTACHED.

STAFF EVALUATION (ATTACH ADDITIONAL SHEETS IF NECESSARY)

See Mitigated Negative Declaration for evaluation of the project.

The Initial Study indicates that:

- ☐ Project is Categorically Exempt Class _____ under State Law.
- ☐ Project is already covered under EIR No. _____
- ☒ A Negative Declaration should be prepared. (*Mitigated*)
- ☐ An Environmental Impact Report should be prepared.

Mary R. McLeskey
Authorized signature - Planning Department

12/20/98
Date

PETITIONER:

In compliance with State Assembly Bill No. 3936, the County of Orange requires that the City notify the County of certain zoning actions. To determine the need for notification, please complete the following checklist:

- (1) Does this zoning action involve adoption or amendment to either (a) the Anaheim General Plan, (b) a Specific Plan, or (c) a Reclassification?

Yes X

No

IF YES, COMPLETE THE FOLLOWING:

- (2) Does this zoning action involve land located east of the alignment of Weir Canyon Road?

Yes

No X

- (3) Does this zoning action involve a residential project over 99 acres or 99 units in size?

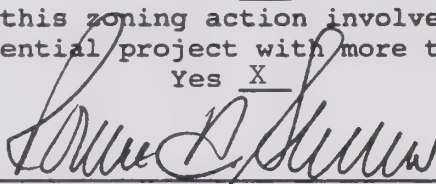
Yes

No X

- (4) Does this zoning action involve a non-residential project over 29 acres or a non-residential project with more than 99 employees?

Yes X

No



Petitioner's signature

Oct. 29, 1998

Date

Planning staff only:

 Exempt from notification
/ County notification required

Mary R. M. Crowley

Planner's signature

12/20/98

Date

INITIAL STUDY SUPPLEMENT

Please complete and submit the following information in conjunction with the Initial Study form:

1. Site size: ±29.1 (~~acres or square feet~~).
2. Demolition proposed: yes square feet: ±315,400
3. Square footage of new construction: 1,580,800 square feet. plus 1,492,000 sq ft parking structure.
4. Number of buildings: ±10, all integrated into one development
5. Height of building(s): from 75 feet at Harbor Boulevard/Disney Way to 135 feet along Katella Avenue
6. Number of floors of construction per building: 2-4 retail 4-10 hotel 4-5 parking structure
7. Amount of on-site parking provided: 4,453 spaces.
8. Proposed scheduling (give dates):
 - A. Construction: 3/99 to 6/01
 - B. Anticipate phasing of development: all developed at once
 - C. Anticipated completion date: 6/01
9. Associated project(s) (list locations): N/A
10. Residential:

Type of Units	Number
_____	_____
_____	_____

Will the proposed residential housing development meet any of the following three Article 34 restrictions (low income housing development):

	N/A	<u>Yes</u>	<u>No</u>
A. Apply for property tax abatement		___	___
B. Apply for long term governmental financing		___	___
C. Provide in excess of 40% of the housing units as low income housing with rent control and occupancy restrictions.		___	___

11. COMMERCIAL OR OFFICE:

- A. Type of Commercial or Office: Retail, Dining, Entertainment, Hotel
- B. Is the project oriented:
X Regionally, City, or Neighborhood
- C. Anticipated hours of operation Hotel - 24 hrs/day; other uses-10:00 am to 2:00 a
- D. Anticipated number of employees 3,830

12. OTHER: If use not Commercial or Office, indicate type of use below:

- Manufacturing/ Warehousing Institution
- Other (Specify):
- | | |
|---|--|
| A. Indicate major function: <u> </u> | C. Estimated occupancy: <u> </u> |
| B. Estimated employees per shift and number of shifts <u> </u> | D. Square footage of loading facilities: <u> </u> |

^a Potential for some restaurants to be open for breakfast (6:00 am or 7:00 am)

APPENDIX B
TRAFFIC REPORT

Pointe Anaheim

Transportation Study

Prepared for

**City of Anaheim
& BonTerra Consulting**

Prepared by

Meyer, Mohaddes Associates
900 Wilshire Boulevard, Suite 1200
Los Angeles, CA 90017

December 21, 1998

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I. INTRODUCTION

This report documents the transportation conditions expected in the City of Anaheim following the completion of the proposed Pointe Anaheim development. This traffic study has been prepared as input to the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed project.

II. PROJECT DESCRIPTION

The proposed project is located on 29.1 acres in the block bounded by Harbor Boulevard on the west, Katella Avenue on the south, Freedman Way on the east, and Disney Way on the north. It will have direct access from each of these four arterial streets. The L-shaped site is currently occupied by several motels, a church, industrial buildings and several vacant lots. It surrounds the existing Anaheim Fire Department station on Freedman Way.

Pointe Anaheim will include a mix of land uses with a central pedestrian connection through the project and consolidated parking. The proposed project will include three hotels, with a total of 1,050 rooms, several restaurants and entertainment venues, live theaters, and retail shopping destinations. It is intended to be similar to the Pointe Orlando development in Florida and somewhat similar to City Walk in Universal City, although it will include the hotels as integrated elements of the development, rather than a strictly retail/entertainment complex.

As an alternative to the proposed live theaters, a multi-screen movie complex is also under consideration. A schematic site plan of the proposed project is shown in Figure 1.

III. SETTING

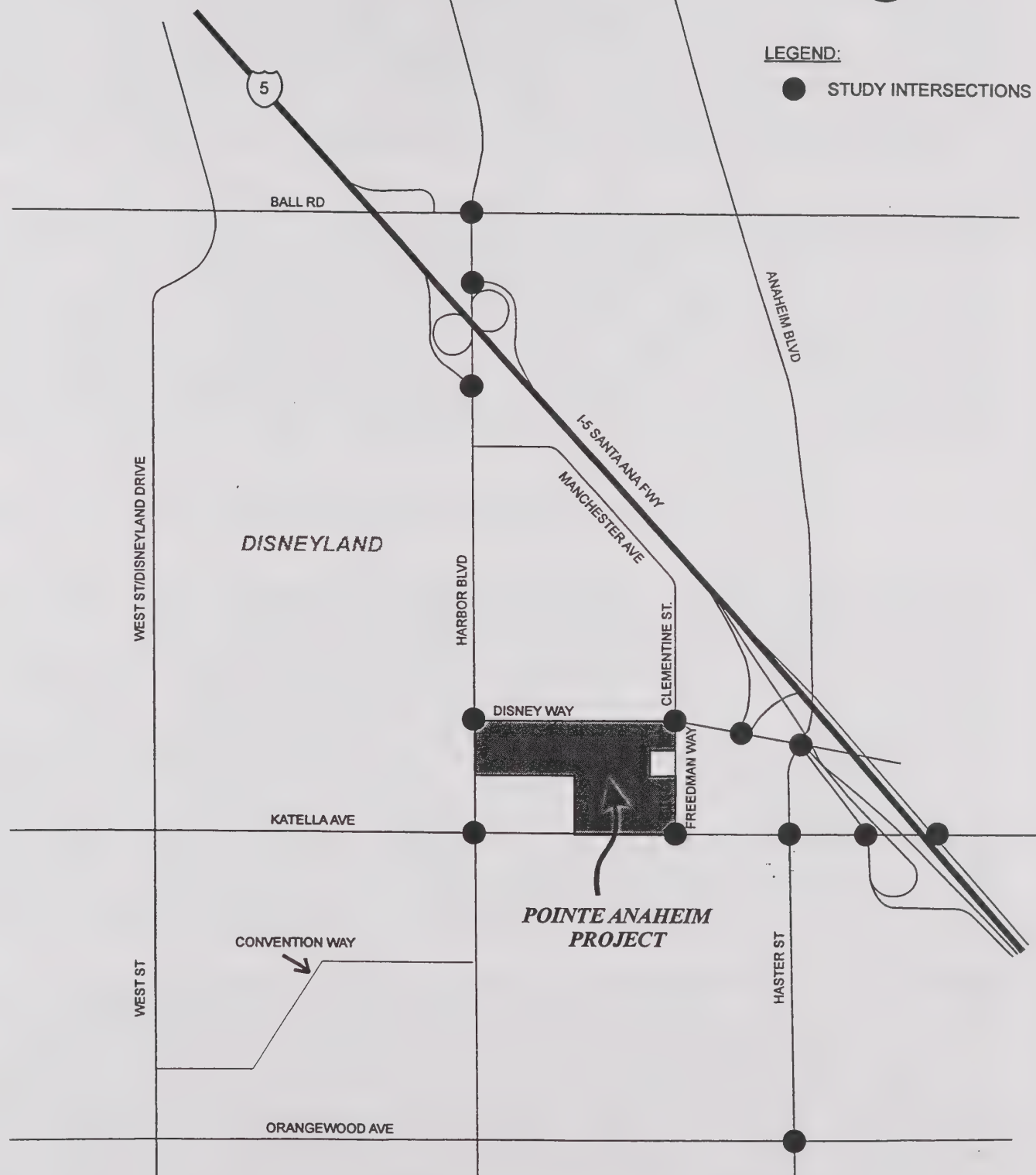
The location of the proposed project in relation to the surrounding street and freeway network is illustrated in Figure 2. The Santa Ana Freeway (I-5) is located just to the east of the proposed project and includes full or partial interchanges with several arterial streets near the proposed project which will serve as project access routes. The 13 intersections identified by City of Anaheim staff for analysis in this study are indicated in Figure 2. Many of the roadways in the study area are currently under construction and traffic is not operating under typical conditions. The Anaheim Resort Area traffic improvements currently being installed along Katella Avenue, Harbor Boulevard and other area streets, will result in widened streets and enhanced streetscape (e.g., landscaped median islands, wider sidewalks with custom street furniture). The Santa Ana Freeway is also under construction, and makes several of the freeway interchanges temporarily inaccessible as they are reconstructed to accommodate the widened freeway and high occupancy vehicle (HOV) lanes. In addition, the second gate theme park at the Disneyland Resort is also under construction.

All of this construction activity, with the associated detours, and lane restrictions makes traffic patterns atypical. Existing traffic counts were not collected as part of this traffic analysis because they would not be representative of typical traffic conditions in the study area.



LEGEND:

● STUDY INTERSECTIONS



Meyer, Mohaddes Associates, Inc.

Traffic Engineering • Transportation Planning

**POINTE ANAHEIM
TRANSPORTATION STUDY**

**FIGURE 2
Project Location / Study Intersections**

The setting for the traffic analysis can best be represented by the traffic conditions prior to the start of all this construction. Those conditions were described in the *Anaheim Resort Specific Plan Circulation Study* (May, 1994, Austin-Foust Associates, Inc.) and are summarized here. Traffic conditions are expressed in terms of levels of service at intersections. Level of service (LOS) is a measure of operating conditions at intersections. It varies from LOS A, which represents uncongested free-flow conditions, to LOS F, which represents over-capacity, jammed conditions. Table 1 provides a description of each level of service and the range of intersection capacity utilization (ICU) values which represent each level.

Table 2 presents AM and PM peak hour levels of service at the study intersections reflective of pre-construction activity conditions in the study area. All but one of the study intersections were operating at LOS C or better. The intersection of Haster Avenue/Katella Avenue was operating at LOS D with an ICU value of 0.87. The City of Anaheim and the Orange County Growth Management Program (GMP) have established LOS D (maximum ICU value of 0.90) as the lowest acceptable level of service for peak hour operating conditions on local arterial streets. The Orange County Congestion Management Program (CMP) specifies LOS E (maximum ICU value of 1.00) as the lowest acceptable level of service for intersections on the CMP highway network. Of the 13 intersections being analyzed in this traffic study, the intersections of Harbor/Katella, Harbor/I-5 Ramps, and Katella/I-5 Ramps are on the CMP network.

IV. PLANNED INFRASTRUCTURE IMPROVEMENTS

A significant investment is currently being made in transportation infrastructure improvements in the vicinity of the proposed project. These improvements include short range improvements which are currently under construction and will be completed by 2000, as well as longer-range improvements to be complete by 2010. They include the widening of the Santa Ana Freeway to add mixed flow lanes and HOV lanes, as well as reconfiguration of many of the freeway ramps in Anaheim. Arterial improvements have also been developed to improve access to the Disneyland Resort as well as to the Anaheim Resort Area surrounding Disneyland. The two tables following this page are excerpted from the *Anaheim Resort Specific Plan Circulation Study* (May, 1994, Austin-Foust Associates, Inc.) and identify in Table III-2 those improvements that are committed in the project area as a result of the freeway improvement project and the Disneyland Resort and Hotel Circle Specific Plan. The improvements listed in Table V-1 are the additional improvements identified to accommodate the build-out of the Anaheim Resort Area and will be implemented through frontage improvements by individual developments as they occur and/or through the use of circulation improvement fees which will be paid by developments.

The key improvements which affect the Pointe Anaheim site include improvements to all of the streets which surround the project. Disney Way to the north of the project will be widened from two travel lanes in each direction to three lanes in each direction. Freedman Way, east of the project, will be widened to provide two lanes in each direction, plus a landscaped median island. Harbor Boulevard and Katella Avenue, west and south of the project, respectively, will remain three lanes in each direction, but will be widened to include a median island and additional turn lanes at intersections. Additionally, the freeway interchange which serves Katella Avenue and Disney Way will be reconfigured to provide direct freeway ramps to/from both Katella and Disney Way. This will include a northbound off-ramp from the HOV lanes directly to Disney Way.

TABLE 1
LEVEL OF SERVICE INTERPRETATION

Level of Service	Description	ICU Range
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	.81-.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00
Source: <i>Highway Capacity Manual</i> , Special Report 209, Transportation Research Board, Washington, D.C., 1985 and <i>Interim Materials on Highway Capacity</i> , NCHRP Circular 212, 1982.		

TABLE 2

PRE-CONSTRUCTION ICU SUMMARY

Intersection	Pre-Construction Setting			
	AM Pk Hour		PM Pk Hour	
	ICU	LOS	ICU	LOS
Harbor/Ball	0.65	B	0.76	C
Harbor/I5 NB Ramps	0.45	A	0.64	B
Harbor/I5 SB Ramps	0.43	A	0.54	A
Harbor/Disney	0.41	A	0.60	A
Harbor/Katella	0.52	A	0.66	B
Disney/Freedman	N.A.	---	0.32	A
Katella/I-5 SB Ramps	N.A.	---	0.52	A
I-5 SB Ramps/Disney	0.34	A	0.52	A
Anaheim/Haster/Disney	0.47	A	0.63	B
Haster/Katella	0.73	C	0.87	D
Haster/Orangewood	0.49	A	0.65	B
Disney/Katella	N.A.	---	N.A.	---
I-5 NB Ramps/Katella	0.49	A	0.77	C
N.A. = Not Analyzed				

Table III-2

COMMITTED CIRCULATION SYSTEM IMPROVEMENTS

LOCATION	SHORT-RANGE (IMPLEMENTED BY YEAR 2000)	LONG-RANGE (IMPLEMENTED BY YEAR 2010)
COMMITTED HIGHWAY IMPROVEMENTS		
Santa Ana Freeway (I-5) from the Garden Grove Freeway (SR-22) to Lincoln Ave	Freeway widening project to add multi-purpose travel lanes and HOV transitway ramps, and to reconfigure arterial interchanges ¹	
Gene Autry Way from Santa Ana Fwy (I-5) to Betmore Ln	Construct as 6-lane arterial (includes connection with Santa Ana Freeway HOV transitway ramps) ¹	
Orangewood Ave	Construct 6-lane arterial crossing of the Santa Ana Freeway (I-5) ¹	
West St at Ball Rd		Realign as continuous north/south arterial ²
Cerritos Ave between Walnut St and West St		Relocate north of existing alignment as non-continuous east/west arterial ²
Anaheim Blvd from Haster St to State College Blvd	Convert to one-way northbound frontage road ¹	
Manchester Ave from Katella Ave to Compton Ave	Convert to one-way southbound frontage road ¹	
COMMITTED INTERSECTION IMPROVEMENTS		
4. Walnut & Cerritos		Eliminate east leg of intersection as part of Cerritos Ave northerly relocation ²
7. West & Ball		Align intersection: provide triple EBT, dual SBT, dual WBT, dual NBT, dual SBL, dual WBL, dual NBL, dual EBL, WBR, NBR and EBR ²
8. West & Cerritos		Eliminate east leg of intersection and convert shared NBL/3rd NBT to NBL ²
9. West & Katella		Add SBR and WBR ²
12. Harbor & Ball	Add NBR ¹	
13. Harbor & I-5 NB Ramps ⁵	Modify for I-5 NB ramp reconfiguration, add 3rd SBT and 3rd NBT and provide SBL and free NBR ¹	

(Continued)

Table III-2 (cont)

COMMITTED CIRCULATION SYSTEM IMPROVEMENTS

LOCATION	SHORT-RANGE (IMPLEMENTED BY YEAR 2000)	LONG-RANGE (IMPLEMENTED BY YEAR 2010)
COMMITTED INTERSECTION IMPROVEMENTS (cont)		
14. Harbor & I-5 SB Ramps ⁵	Modify for I-5 SB ramps reconfiguration, add 3rd SBT and 3rd NBT and provide NBL and EBL ¹	
16. Harbor & Freedman		Convert shared WBL/WBT to WBL and add shared 2nd WBL/WBT, 2nd WBR and 2nd SBL ²
17. Harbor & Katella ⁵	Add SBR, WBR, NBR, & EBR ³	
20. Harbor & Chapman	Remove SBR and add 2nd SBL, 2nd WBL, 2nd NBL, 2nd EBL and WBR ⁴	Add SBR and NBR ²
21. Clementine & Freedman		Convert shared SBL/GBT to SBT, add SBL and SBR, convert shared WBL/2nd WBT to 2nd WBT, add WBL and 3rd WBT, convert NBR to shared 2nd NBT/NBR, convert shared EBL/2nd EBT to 2nd EBT and add EBL, 3rd EBT and EBR (potentially will include WB grade separation for Disneyland Resort parking structure) ²
22. Clementine & Katella		Construct south leg entrance to Disneyland Resort south parking area: convert 2nd SBL to shared 2nd SBL/GBT, convert WBR to shared 4th WBT/WBR and add dual WBL, 2nd EBL, EBR, NBL, NBT and shared 2nd NBT/NBR ²
25. I-5 SB Ramps & Freedman	Eliminate I-5 on-ramp: convert free WBR to 3rd WBT, convert shared NBL/NBT to NBL and convert EBL to 3rd EBT ¹	Convert SBR to 2nd SBT, provide free SBR and add 4th WBT ²
26. Anaheim & Ball	Add 3rd SBT, 2nd SBL, 2nd NBL and WBR	
28. Anaheim & Haster	Modify for intersection reconstruction (I-5 ramp and frontage road system) ¹	
29. Anaheim & Freedman	Modify for east leg reconfiguration (I-5 freeway and HOV transitway ramps) ¹	

(Continued)

Table III-2 (cont)
COMMITTED CIRCULATION SYSTEM IMPROVEMENTS

LOCATION	SHORT-RANGE (IMPLEMENTED BY YEAR 2000)	LONG-RANGE (IMPLEMENTED BY YEAR 2010)
COMMITTED INTERSECTION IMPROVEMENTS (cont)		
30. Anaheim/Haster & Katella	Convert shared 2nd NBT/2nd NBR to 2nd NBT and add 3rd NBT, 3rd SBT, 2nd NBL, 2nd SBL, 2nd WBL, SBR, WBR and EBR ^{1,3}	
33. Manchester & Katella	Modify for intersection reconstruction (I-5 ramp and frontage road system) ¹	
34. I-5 NB Ramps & Katella ⁵	Modify for intersection reconstruction (I-5 ramp and frontage road system) ¹	
39. I-5 HOV Ramps & Gene Autry	Construct intersection (I-5 HOV transitway system) ¹	

Note: NBL = northbound left-turn lane, NBT = northbound thru-lane, NBR = northbound right-turn lane, etc for eastbound, southbound and westbound

¹ Implemented as part of the I-5 Freeway widening project, Segments A & B

² Long-range (2010) mitigation measure for the Disneyland Resort expansion

³ Katella Smart Street Project improvement

⁴ Orange County Measure "M" funded

⁵ Congestion Management Program (CMP) highway network intersection location

Table V-1
LONG-RANGE MITIGATION MEASURES

IMPACT MITIGATION (DIRECT IMPLEMENTATION)

The following improvements are to be implemented as part of long-range development of the Anaheim Resort:

LOCATION	IMPROVEMENTS
19. Harbor & Orangewood	Add NBR ¹
32. Haster & Orangewood	Add 2nd NBL ¹

IMPACT MITIGATION (IMPROVEMENT FEE IMPLEMENTATION)

Property owner/developers of individual Anaheim Resort projects to contribute to the implementation of the following non-committed improvements through the payment of circulation improvement fees:

LOCATION	NON-COMMITTED IMPROVEMENTS
1. Euclid & Ball	Convert EBR to shared 3rd EBT/EBR, convert unstriped WBR to shared 3rd WBT/WBR and add 2nd EBL and 2nd WBL
2. Euclid & Katella	Convert unstriped WBR to 3rd WBT and add 3rd EBT, 2nd WBL, 2nd EBL and WBR ^{2,3}
3. Walnut & Ball	Add SBR ³ , convert shared SBL/SBT to SBT, convert unstriped EBR to shared 3rd EBT/EBR, convert WBR to shared 3rd WBT/WBR, add SBL and eliminate N/S split phasing
5. Walnut & Katella	Convert shared WBL/2nd WBT to 2nd WBT, convert WBR to shared 3rd WBT/WBR and add WBL and 3rd EBT ²
9. West & Katella	Add 2nd EBL ²
11. West & Orangewood	Convert shared WBL/WBT to WBT, convert WBR to shared 2nd WBT/WBR and add WBL
12. Harbor & Ball	Add shared 3rd SBT/2nd SBR ³ , 3rd NBT, 4th WBT and 2nd SBL
17. Harbor & Katella ⁵	Convert 3rd NBT to shared 3rd NBT/2nd NBR ⁴
26. Anaheim & Ball	Convert EBR to shared 3rd EBT/EBR ³ and add 2nd WBL, 2nd EBL and EBR
27. Anaheim & Cerritos	Convert WBT to shared WBT/2nd WBR
30. Anaheim/Haster & Katella	Convert EBR to shared 4th EBT/EBR ²
32. Haster & Orangewood	Convert unstriped NBR to shared 3rd NBT/NBR and add 3rd SBT, 2nd WBL, 2nd EBL and SBR
35. Lewis & Katella	Add 4th EBT, 4th WBT, and 2nd EBL ^{2,3} , convert SBR to shared 2nd SBT/SBR and add 2nd NBT, 2nd SBL and 2nd NBL
36. State College & Katella	Add 4th WBT ² and NBR

SPECIAL STUDY AREAS

Property owner/developers of individual Anaheim Resort projects to contribute through the payment of circulation improvement fees to the cost of special study preparation and study findings implementation for the following study areas:

- 1) Harbor Boulevard/Ball Road Intersection: Monitor intersection performance and future development impacts, and study feasibility and implementation of potential future improvements.
- 2) Convention Way/Gene Autry Way Extension: Study feasibility of extension between Harbor Boulevard and the I-5 Freeway and the implications with respect to long-range implementation.

Note: NBL = northbound left-turn lane, NBT = northbound thru-lane, NBR = northbound right-turn lane, etc. for eastbound, southbound and westbound

¹ Not required if Convention Way/Gene Autry Way is constructed between Harbor Boulevard and the I-5 Freeway

² Katella Smart Street Project improvement

³ Required to address year 2000 background (no-project) deficiency

⁴ Not required if Convention Way is constructed between Harbor Boulevard and Haster Street and Clementine Street is constructed between Katella Avenue and Orangewood Avenue

⁵ Congestion Management Program (CMP) highway network intersection location

V. FUTURE CONDITIONS WITHOUT THE PROPOSED PROJECT (BASE CASE)

Future traffic conditions in the year 2010 without the Pointe Anaheim project were forecast by Austin-Foust Associates, Inc. using the Anaheim Traffic Analysis Model (ATAM). Those conditions assume the build out of the land uses included in the Disneyland Resort, Hotel Circle Specific Plan and the Anaheim Resort Area Specific Plan. On the site of the proposed project, the ATAM model assumes that the entire site would be built out at the hotel density of 75 hotel rooms per acre. This was the assumption built into the traffic forecasts for the Anaheim Resort EIR. The 2010 Base Case traffic operating conditions are indicated in Table 3.

The table illustrates that traffic conditions at several locations will exceed the Level of Service D City of Anaheim performance standard in the year 2010. There are no Congestion Management Program monitoring locations where the Level of Service E threshold is exceeded. The locations which exceed the City's Level of Service D performance criteria include the following:

- Harbor Boulevard/Ball Road
- Haster Street/Katella Avenue
- Katella Avenue/I-5 Southbound Ramps

No mitigation measures were previously identified to fully mitigate the impacts of cumulative conditions on these three locations. The City of Anaheim adopted a Statement of Overriding Considerations when the Anaheim Resort Area EIR was certified which acknowledged that these intersections would operate below the City's performance standard and cited the other considerations that offset these impacts.

Future traffic conditions in the vicinity of the project anticipated development by The Walt Disney Company of up to 17,600 parking spaces in the Parking District and East Parking Area encompassing a portion of the project site in order to handle parking associated with the Phase III (2010 completion) build-out of the Disneyland Resort project. Amendment No. 3 to the Disneyland Resort Specific Plan No. 92-1 added a section to the Zoning and Development Standards requiring the final layout of the parking facility in the East Parking Area to be subject to Planning Commission approval as a Report and Recommendation item. Although development of Pointe Anaheim would rule out use of the project site itself as the location for the future East Parking Structure, the traffic analysis based on the ATAM model includes the assumption that the Phase III build-out of Disneyland will take place as entitled and hence these additional spaces are retained in the baseline traffic model for the area east of Harbor Boulevard and in the immediate vicinity of the project site. Also, the ATAM model includes only those improvements which are either already underway, now fully funded or specifically included as conditions and prerequisites for further build-out of Disneyland are included in analyzing background traffic mitigation.

The focus of the analysis in this traffic study has been on the PM peak hour (i.e., 5:00 PM - 6:00 PM) during the Summer season because that is the time period during which the background commute traffic peaks and Disney Resort project trip generation is highest. In the "Shoulder Season" when the Disneyland Resort project closes earlier in the evening and the percentage of daily trips occurring during the PM peak hour is higher, the total volume of trips is less than during the summer peak because average daily attendance is lower in the shoulder season. The Disneyland Resort Traffic Study documents that the total peak hour trip generation for the resort in 2010 is 5,890 trips between 5:00 and 6:00 PM in the summer season, compared to 4,435 trips between 5:00 and 6:00 PM in the shoulder season. For that reason, a detailed analysis of the commute period during the shoulder season has not been provided in either this traffic study or the Disneyland Resort Traffic Study.

TABLE 3**2010 BASE CASE - NO PROJECT CONDITIONS**

Intersection	2010 Base Case (Existing Anaheim Resort Plan)			
	AM Pk Hour		PM Pk Hour	
	ICU	LOS	ICU	LOS
Harbor/Ball	0.77	C	1.03	F
Harbor/I5 NB Ramps	0.43	A	0.72	C
Harbor/I5 SB Ramps	0.66	B	0.82	D
Harbor/Disney	0.40	A	0.74	C
Harbor/Katella	0.82	D	0.83	D
Disney/Freedman	0.25	A	0.43	A
Freedman/Katella	0.81	D	0.86	C
I-5 SB Ramps/Disney	0.31	A	0.50	A
Anaheim/Haster/Disney	0.62	B	0.73	C
Haster/Katella	0.94	E	0.93	E
Haster/Orangewood	0.80	C	0.88	D
Katella/I-5 SB Ramps	1.05	F	0.66	B
I-5 NB Ramps/Katella	0.84	D	0.87	D

Similarly, the Disneyland Resort generates a high volume of outbound trips during the Midnight to 1:00 AM hour during the summer season, but background traffic volumes on area roadways are significantly lower than volumes during the 5:00-6:00 PM period, so the Midnight to 1:00 AM hour has not been studied in detail in either this traffic study or the Disneyland Resort Traffic Study.

The Disneyland Resort Traffic Study concludes that "the highest combination traffic condition is the weekday peak season, PM peak hour from 5:00 PM to 6:00 PM." That is the time period for which intersection level of service analysis is conducted in this study, as it has been in other studies in the Anaheim Resort Area.

VI. PROJECT IMPACTS

In order to assess the potential impacts of the proposed project, it is necessary to determine how much additional traffic the project will add to the surrounding street system beyond the Base Case, which was previously evaluated in other EIRs. The methodology utilized to conduct the impact analysis was the following:

- Determine the number of peak hour trips expected to be generated by the project
- Determine the distribution of project-generated trips
- Obtain Future (2010) traffic forecasts from the ATAM for the "With Pointe Anaheim" scenario
- Determine if the increased traffic levels associated with the "With Pointe Anaheim" scenario exceed the City of Anaheim performance standards

The traffic impact analysis for the Pointe Anaheim project has been conducted in the context of the year 2010 following completion of the infrastructure improvements currently under construction, as well as development of all the land uses assumed in the Anaheim Resort Area, including the second gate attraction at the Disneyland Resort.

VI.1 Trip Generation - Proposed Project

The proposed project contains a mix of land uses which share a consolidated parking facility and this will result in a pattern of trip-making that is different from a number of similar stand-alone land uses. There will be trips made between the land uses which do not require the use of an automobile. The location of the proposed project in the heart of the Anaheim Resort Area, directly across the street from the two attractions at the Disneyland Resort, as well as the Anaheim Convention Center, will also affect travel patterns. Many trips to/from the Pointe Anaheim project will be made by persons visiting these other attractions, or by persons traveling past the site between these attractions and other hotels/motels in the project area. The development of the trip generation estimate for the Pointe Anaheim project therefore required a careful evaluation of the unique nature of the project components and an assessment of how the trips between the individual components would affect off-site trip generation.

The trip generation of the proposed project was broken into three general categories: hotel, retail/dining/entertainment (RDE), and theaters. This is consistent with the approach used in other EIRs in the Anaheim Resort Area. For the hotels, the trip rates that had previously been established in the Disneyland Resort and Anaheim Resort Area EIRs for resort hotels were utilized. For the live theaters, a trip rate was developed by MMA based on the assumption that there would on average be three persons per car traveling to the theaters. The approach used in the analysis of the RDE land uses was to begin with trip generation rates published by the Institute of Transportation Engineers (*Trip Generation, 6th Edition*) for each individual land use, and then to adjust them for such factors as walk-in trips, internal trips, pass-by trips and transit trips.

The resort hotel trip rates were originally derived from ITE resort hotel rates and reduced by 10 percent to reflect an average occupancy of 90 percent. They were further reduced by 15 percent to account for a higher than average non-vehicular travel mode for trips generated by hotels in the Anaheim Resort Area. The PM peak hour rate used for resort hotels was 0.36 trips per room (0.17 inbound and 0.19 outbound).

The live theater trip rates were based on the number of seats in each theater. It was assumed that the average size of a group of attendees would be three persons, with an initial trip rate of one trip per three seats, 100 percent inbound in the hour prior to a show and 100 percent outbound in the hour after a show. The trips were reduced to reflect 10 percent walk in from nearby hotels or Disneyland, 20% arrival by transit (either shuttle buses from other hotels, tour buses, public transit or some other form of future transit), 10 percent reduction for internal trips from Pointe Anaheim hotels, retail or restaurant establishments, and 10 percent pass-by trips. Pass-by trips represent those persons who would otherwise have been driving past the project site (e.g., as they depart Disneyland) and decide to stop at Pointe Anaheim for entertainment. The likely schedule of theater performances was reviewed to determine how often theater-generated trips would occur during the PM peak hour. (See Appendix 1 for the probable theater schedules which will be incorporated as a project design feature.) Productions in the large theater are expected to generally occur in the evening (8:00 PM) or as matinees on weekends, and to not overlap the PM peak hour. The probable schedule in Appendix 1 illustrates that the two smaller theaters are also likely to avoid show times which begin or end during the PM peak hour (the tentative schedule includes no performances between 4:30 PM and 7:00 PM), but in order to present a worst-case scenario for this environmental analysis, it was assumed that one theater would be generating inbound trips during the peak hour and one would be generating outbound trips during the peak hour. The PM peak hour vehicle trips associated with the theaters total to 430 trips (270 inbound and 160 outbound). This analysis therefore evaluates traffic impacts based on the assumption that two theaters will generating peak hour trips on a weekday. It should be noted that some theater-goers attending evening performances may arrive at Pointe

Anaheim during the peak hour and eat dinner in the restaurants prior to the theater. The trips associated with these theater patrons are reflected in the peak hour rate for the restaurants and they would then become an internal trip from the restaurant to the theater during the hour prior to the show.

As noted earlier, the RDE rates were developed by starting with ITE rates and applying appropriate trip reductions to reflect walk-in, internal, by-pass and transit trips based on industry standards and familiarity with local conditions in Anaheim. Table 4 illustrates the initial number of trips for each land use, based on application of the ITE rates to the square footage, and the reductions applied. The combined RDE trip rate for the full 565,000 square feet of space represented by the retail, restaurants and entertainment uses is 1.91 trips per thousand square feet (1.10 inbound and 0.81 outbound). It should be noted that this is higher than the RDE rate used for similar uses at the Disneyland Resort, where a RDE trip rate of 1.65 trips per thousand square feet was used. The trip generation estimates for the RDE component of the Pointe Anaheim are conservatively high and present a worst-case assessment of the trip generation potential of the proposed project.

It should be noted that the potential "Fun Zone" on the roof of the parking structure was determined to not attract any vehicle trips of its own. The precise components of the Fun Zone are not known at this time, but it could include a miniature golf course, merry-go-round, or other such uses, or could provide additional amenities for the hotels, such as tennis courts or gardens. It represents a land use that would provide entertainment for people who would be at the Pointe Anaheim project for some other purpose. In essence the trips associated with the "Fun Zone" are 100% internal walking trips by people staying in the hotels or visiting other commercial uses on site. The project applicant may implement a system which would restrict entrance to the Fun Zone to persons with coupons provided by the hotels or other commercial uses on-site. In order to put the number of trips that such uses could generate in context, an analysis of the area as a 36-hole miniature golf course or a multi-purpose recreational facility was undertaken. The ITE trip rate for miniature golf courses is 0.33 PM peak hour trips per hole, so a 36-hole miniature golf course could generate 12 trips. Trip generation data in San Diego (published by the San Diego Association of Governments) for a multi-purpose recreation facility with miniature golf, video arcades and batting cages indicates that they have a PM peak hour trip generation rate of 5.4 trips per acre. Applying this rate to the Fun Zone would result in an estimate of 17 trips.

The total PM peak hour vehicle trip generation of the proposed project is estimated as 1,885 trips (1,058 inbound and 827 outbound) as shown in Table 4.

Converting the vehicle trips in Table 4 to person trips by mode, provides the peak hour person trip distribution for Pointe Anaheim reflected in Table 5. The automobile trips were converted to person trips at the rate of 3.5 persons per car. The walking trips and transit trips were estimated by multiplying the number of auto trips reduced by walking or transit by 3.5 persons per trip.

TABLE 4
POINTE ANAHEIM
TRIP GENERATION - PM PEAK HOUR
Disney Land Resort EIR, Hotel Rates, MMA Theater, ITE RDE Rates Adjusted

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Hotel	1,050 Rooms	0.16	168	0.20	210	
Subtotal Hotels -			168		210	378
Theater A Walk % reduction - 25 % Transit % reduction - 25 % Internal % reduction - 25 %	2,350 Seats		N.A. ¹		N.A. ¹	0
Theater B Walk % reduction - 10 % Transit % reduction - 20 % Internal % reduction - 10 % Pass-by % reduction - 10 % Net Theater B	1,500 Seats	0.33	500 (50) (80) (50) (50) 270	0.00	0 0 0	270
Theater C Walk % reduction - 10 % Transit % reduction - 20 % Internal % reduction - 10 % Net Theater C	750 Seats	0.00	0 0	0.33	250 (25) (40) (25) 160	160
Subtotal Three Theaters			270		160	430
Specialty Retail Walk % reduction - 25 % in/15 % out Transit % reduction - 5 % Internal % reduction - 20 % in/30 % out Pass-by % reduction - 25 %	335,000 sq ft	2.00	669 (167) (33) (134) (167)	2.17	726 (109) (36) (218) (182)	
Net Specialty Retail		[0.50]	168	[0.54]	181	349
Quality Restaurants Walk % reduction - 20 % Transit % reduction - 5 % Internal % reduction - 20 % Pass-by % reduction - 20 %	80,000 sq ft	5.02	401 (80) (20) (80) (80)	2.47	198 (40) (10) (40) (40)	
Net Quality Restaurants		[1.76]	141	[0.85]	68	209
High-Turnover Sit-Down Restaurants Walk % reduction - 20 % Transit % reduction - 5 % Internal % reduction - 20 % Pass-by % reduction - 20 %	60,000 sq ft	6.52	391 (78) (20) (78) (78)	4.34	261 (52) (13) (52) (52)	
Net High-Turnover Restaurants		[2.28]	137	[1.53]	92	229

Disney Land Resort EIR, Hotel Rates, MMA Theater, ITE RDE Rates Adjusted

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Entertainment (Night Clubs/Bars)	40,000 sq ft	7.62	305	3.92	157	
Walk % reduction - 20%			(61)		(31)	
Transit % reduction - 5%			(15)		(8)	
Internal % reduction - 20%			(61)		(31)	
Pass-by % reduction - 20%			(61)		(31)	
Net Night Clubs/Bars		[2.68]	107	[1.40]	56	163
Entertainment (Games/Video Arcade)	25,000 sq ft	5.96	149	4.68	117	
Walk % reduction - 25%			(37)		(29)	
Transit % reduction - 10%			(15)		(12)	
Internal % reduction - 20%			(30)		(23)	
Pass-by % reduction - 20%			(30)		(23)	
Net Games/Video Arcade		[1.48]	37	[1.20]	30	67
Entertainment (Museum)	25,000 sq ft	4.00	100	4.00	100	
Walk % reduction - 20%			(20)		(20)	
Transit % reduction - 10%			(10)		(10)	
Internal % reduction - 20%			(20)		(20)	
Pass-by % reduction - 20%			(20)		(20)	
Net Museum		[1.20]	30	[1.20]	30	60
Subtotal RDE		1.10	620	0.81	457	1,077
Project Totals			1,058		827	1,885

¹ Theater A, large-scale productions will begin around 8:00 P.M. or as weekend or holiday matinees. Any arriving Theater A patrons during the weekday 5:00 PM-6:00 PM time period would be accounted for in the restaurant, retail or hotel arrival rates. Matinee patrons would not effect the weekday peak hour.

TABLE 5

Pointe Anaheim PM Peak Hour Person Trips by Mode

Mode of Transportation	Inbound Trips	Outbound Trips	Total Trips	Percentage
Automobiles	5,404	4,112	9,516	75%
Walking	1,322	860	2,182	17%
Transit/Shuttles	572	437	1,009	8%
Total	7,298	5,409	12,707	100%

The walking trips will be distributed over a large number of alternate routes to/from the proposed project. Many will be to/from other hotels in the vicinity of Pointe Anaheim. The Resort Area Specific Plan assumes a total of 5,946 hotel rooms (not including Pointe Anaheim) in the area east of Harbor Boulevard and north of Katella Avenue, surrounding the Pointe Anaheim site. At an average of two persons per room, this means that close to 12,000 persons will be staying in hotels surrounding the site and could walk to the Pointe Anaheim project without crossing Harbor Boulevard or Katella Avenue. If ten percent of these patrons made a walking trip to/from Pointe Anaheim they would account for more than 50% of the walking trips to/from the proposed project. The remaining 50% could be expected to cross Harbor Boulevard and/or Katella Avenue at one of the many crossing locations. Assuming that 25% of Pointe Anaheim's walk-in trips are made to/from The Disneyland Resort project, this would mean that 545 persons would cross Harbor Boulevard at either The Esplanade or Disney Way during the peak hour. With an average of 30 signal cycles per hour (120 second cycles), this equates to 18 persons per signal cycle in the peak hour, 9 persons per cycle if they are spread evenly between Disney Way and The Esplanade. This would not cause a negative impact on traffic operations and would be in keeping with the goals of the Anaheim Resort Area to encourage walking. Walking trips to/from the south of Katella Avenue would similarly be split between several locations and could be expected to be less than the 9 persons (three groups of three) per cycle per location.

In the interim, prior to the build out of the Resort Area Specific Plan, there may not be as many as 5,946 hotel rooms east of Harbor Boulevard, which could mean that more than 50% of the Pointe Anaheim walk-in trips will come from west of Harbor Boulevard. Meyer, Mohaddes Associates has conducted a general assessment of the potential impacts of additional pedestrian activity at the intersection of Harbor Boulevard and Freedman Way/Disney Way. Neither the City of Anaheim nor the Disneyland Resort Traffic Study had any data available on existing or projected pedestrian activity at this location. As a result we have prepared a "what if" analysis in accordance with standard engineering practice. The City of Anaheim traffic engineering department has agreed with this approach. Staff have also indicated that LOS of D in a crosswalk should be the upper limit acceptable standard.

In general, the principles of pedestrian flow in crosswalks are similar to those of vehicular flow. As the volume and density of pedestrian traffic increases, the speed at which pedestrians move decreases. There are level of service concepts that have been developed for walkways which can be applied to crosswalks. The primary difference is the presence of turning vehicles and the level of restriction placed upon them.

Given the absence of data we have made some assumptions in this analysis. They are:

- ▶ The intersection will operate on a 120-second cycle length.
- ▶ The pedestrian phase is 20-seconds per cycle.
- ▶ The cross-walk is 10-feet wide.
- ▶ The intersection is 110-feet wide.
- ▶ The sidewalk is 12-feet wide.
- ▶ The curb-radii is 35-feet.
- ▶ For analytical purposes, the number of pedestrians crossing the intersection in the peak 15 minute period is 250.

Given these assumptions two scenarios were tested. In the first scenario, all pedestrians crossed on the north side of the intersection. In the second scenario, the pedestrians were split 50-50 between the north and south side of the intersection.

In scenario one, with all 250 pedestrians crossing on the north side of the intersection the level of service expressed in terms of square feet per pedestrian is D and the level of service expressed under surge conditions is C. Surge conditions represent the point when the platoons are crossing and reach the opposite side of the street. In scenario two, with the 250 pedestrians split equally between the north and south side of the intersection, the level of service expressed in terms of square feet per pedestrian is B and the level of service expressed under surge conditions is also B on both sides of the street.

The hourly capacity of each crosswalk, at Level of Service D can therefore be estimated as 1,000 persons. Even if 100% of the Pointe Anaheim visitors crossed Harbor Boulevard, they would not exceed the capacity of the crosswalks available to them, since they will have the option of crossing at Katella, Disney Way and The Esplanade.

It is important to note that in the Disneyland Resort Traffic Study, it was noted that pedestrian volumes at the Harbor Boulevard/Katella Avenue intersection are projected to increase by 67 percent in the year 2010 as a result of Disneyland Resort. This means that the existing maximum PM peak hour volume of 235 would increase to 392 or 98 during a 15 minute interval. The study concluded that this level of pedestrian activity would not have a significant adverse impact on traffic operations.

A similar finding can be drawn with regard to the impacts of Pointe Anaheim pedestrian trips. As a worse-case scenario, if all 2,182 of them cross Harbor Boulevard and are distributed between five crosswalks, there would be 436 per hour, well below the 1,000 per hour capacity of the crosswalks. It should also be noted that many of the Pointe Anaheim pedestrian trips are the same trips as those identified in the Disneyland Resort EIR. That is, they are resort visitors who also visit Pointe Anaheim on their way to/from the park.

The pedestrian volumes generated by Pointe Anaheim will not result in unacceptable levels of service in the crosswalks along Harbor Boulevard and will have no significant adverse impact on vehicular traffic operations.

The transit trips reflected in the mode split calculation in Table 5 will be carried on public transit vehicles, tour buses and shuttles. Only a small percentage (23 inbound and 28 outbound hotel trips) are expected to be carried by public transit. Tour buses would carry 123 inbound and 78 outbound person trips, which equates to 5 inbound tour buses (at 25 persons per bus) and 3 outbound tour buses. Shuttles will transport the majority of the transit riders, 426 inbound and 331 outbound, in the peak hour. This

equates to 29 inbound shuttles and 22 outbound, at 15 passengers per shuttle, approximately one shuttle every two minutes. This level of shuttle service would not be difficult to achieve given the large number of shuttles provided by the private hotel operators in the Anaheim Resort Area. The transit mode split could also be significantly higher than assumed in this analysis if/when the Urban Rail project is developed in the Anaheim Resort Area.

Additional data with regard to alternative methods of calculating the peak hour trip generation of the Pointe Anaheim project is included in Appendix 1 of this study. An alternative trip generation calculation was performed using the Disney RDE rates, indicating that the project could generate 1,740 trips, eight percent less than assumed in this analysis. An assessment was also made based on trip rates used to forecast the impacts of the Universal City Walk project, which is similar to the Pointe Anaheim project. The RDE equivalent rate used at City Walk was 1.02 trips per thousand square feet. Applying the City Walk rates to the Pointe Anaheim project, the estimate of the project's trip generation potential was reduced to 955 PM peak hour trips, a 47% reduction from the rates used in this analysis. An example of the derivation of the trip generation for a similar type of project, the Hollywood-Highland project, is also included illustrating how comparable trip reductions for walk-in, transit, pass-by, and internal (Captive Market) trips were applied to ITE rates to reflect the characteristics of a mixed use development.

VI.2 Trip Generation - Project Alternative

The developer of the Pointe Anaheim project anticipates that the theater space in the development will be operated as live venues with musical or theatrical productions. The potential exists that the live theaters could be operated as a multi-plex movie theater complex instead, so that alternative has also been analyzed herein to consider the implications on traffic and parking demands. If the proposed project were to include a multi-plex movie theater, it would contain 4,757 seats.

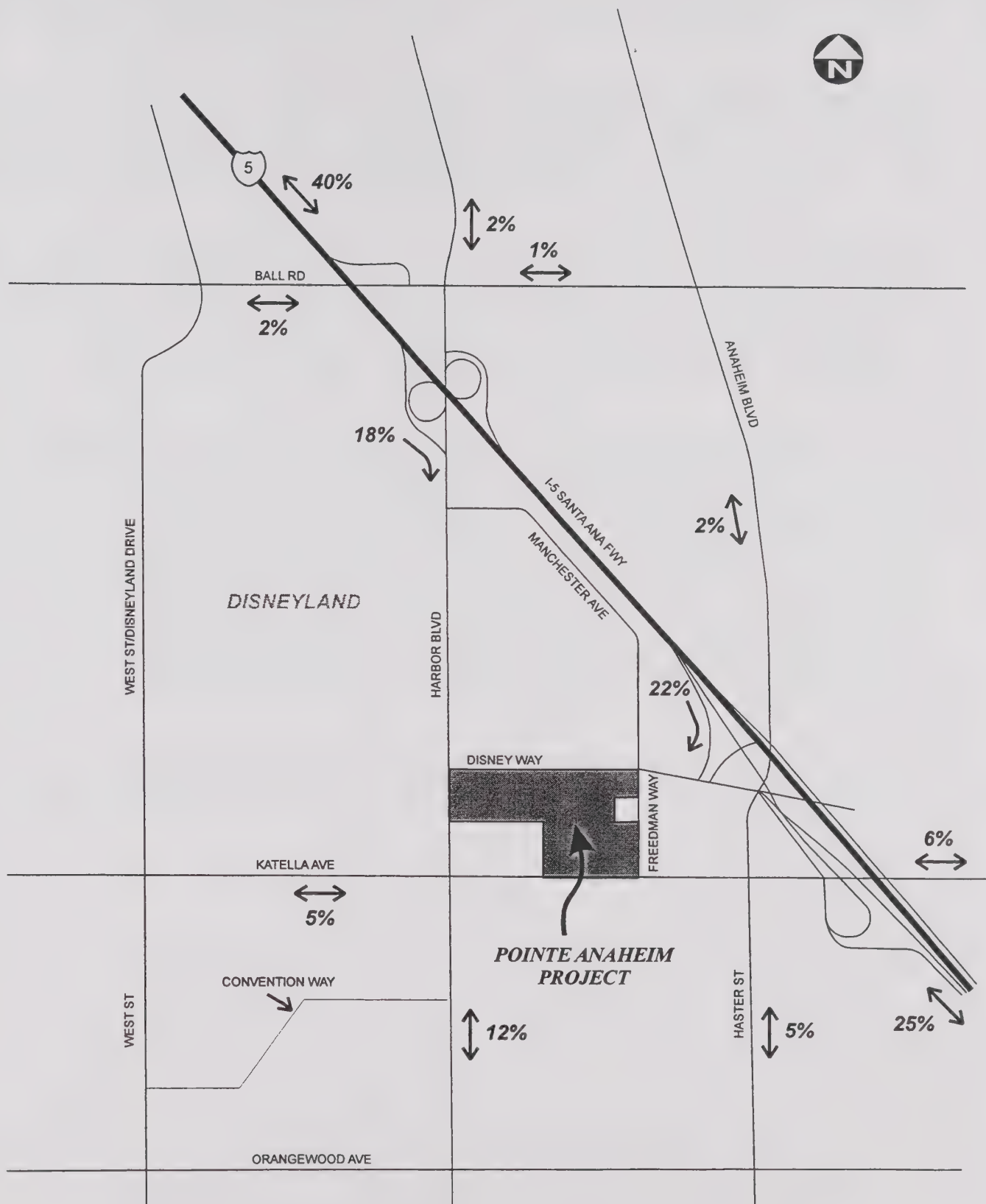
Table 6 illustrates how the PM peak hour trip generation of the project would change with the movie theaters substituted for the live theaters. Using ITE trip generation rates for movie theaters (Land Use Code 444 - Movie Theaters with Matinee) as the starting point and applying conservative trip reductions for walk-in, transit and internal trips, it was estimated that the theaters would generate 402 PM peak hour trips. This compares to the 430 for the live theaters. With the movie theaters, the total project trip generation would be 1,857 trips, compared to 1,885 for the proposed project with live theaters. This is a difference of only about 1.5 percent less trips. The proposed project with a 4,757 seat multi-plex movie theater could be expected to have the same level of traffic impacts as the project with the 4,600 seats in three live theaters.

VI.3 Trip Distribution

The distribution of project-generated trips was based on the historical resort access patterns developed for the Anaheim Resort Combined Improvement Program. The distribution percentages for off-site vehicle trips were discussed with City of Anaheim staff and modified to reflect the specific access patterns associated with Pointe Anaheim. These are presented in Figure 3. It should be noted that these percentages represent net off-site vehicular trips and many of the total person trips associated with the project will be local in nature and made via walking or shuttles. The freeway-oriented trips associated with Pointe Anaheim will be split between several sets of freeway ramps, those located at Harbor Boulevard, Katella Avenue and Disney Way.

TABLE 6
POINTE ANAHEIM PROJECT ALTERNATIVE
TRIP GENERATION - PM PEAK HOUR
Disney Hotel Rates, ITE Movie Adjusted, MMA RDE Rates

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Hotel	1050 Rooms	0.16	168	0.20	210	
Subtotal Hotels			168		210	378
Multi-plex Movie	4,757 Seats	0.074	353	0.066	313	
Walk % reduction - 10%			(35)		(31)	
Transit % reduction - 5%			(17)		(15)	
Internal % reduction - 25%			(88)		(78)	
Net Trips			213		189	402
Retail/Dining/Entertainment	565,000 sq. ft.	1.10	620	0.81	457	
Subtotal Entertainment			620		457	1,077
Project Totals			1001		856	1,857



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FIGURE 3
Pointe Anaheim Trip Distribution

VI.4 Intersection Level of Service Analysis

When the trips forecast to be generated by the Pointe Anaheim project are distributed to the roadway network using the ATAM model, the intersection operating conditions shown in Table 7 result. The forecasts and level of service calculations were prepared by Austin-Foust Associates, developers of the ATAM model. The level of service calculations are included in Appendix 2 of this report.

In the AM peak hour the proposed project does not impact any of the study intersections. At several locations, the ICU value in the AM is slightly reduced (improved) as a result of the project because the RDE land uses at Pointe Anaheim do not generate AM peak hour trips and the RDE square footage has replaced some of the hotel rooms which were assumed on the site in the Base Case. As noted earlier, the Base Case (No Project) traffic forecasts assumed that the project site was built out at 75 hotel rooms per acre, with a total of 2,130 hotel rooms. The proposed project includes only 1,050 hotel rooms, plus the RDE and theater uses, which do not generate many AM peak hour trips.

The proposed project results in a significant traffic impact at one location in the PM peak hour, the Haster/Katella intersection, based on the City of Anaheim performance standard for intersection operations. The Haster/Katella intersection will operate at LOS E without the project and the proposed project will increase the ICU value by 0.02. There are no other locations where the Pointe Anaheim project causes an intersection LOS to worsen to LOS E or where it increases the ICU value by 0.02 or more at an intersection operating at LOS E or F. It should be noted that two intersections, Harbor/Ball in the PM and Disney/Katella in the AM, will be operating at LOS F with or without the proposed project, but the proposed project does not cause a change in the ICU values at either of these locations. The City of Anaheim has previously adopted a Statement of Overriding Consideration in conjunction with EIR No. 311, addressing the fact that these two intersections will exceed the City's performance standard in the future.

As discussed earlier, the project alternative with a multi-plex movie theater instead of the live theaters would generate slightly less traffic in the PM peak hour. It is therefore expected to have similar impacts to the proposed project.

TABLE 7

2010 INTERSECTION OPERATIONS ANALYSIS

Intersection	2010 Base Case (Existing Anaheim Resort Plan)				2010 with Pointe Anaheim				Change in ICU		Significant Impact?	
	AM Pk Hour		PM Pk Hour		AM Pk Hour		PM Pk Hour					
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
Harbor/Ball	0.77	C	1.03	F	0.77	C	1.03	F	0.00	0.00	No	No
Harbor/I5 NB Ramps ¹⁾	0.43	A	0.72	C	0.43	A	0.73	C	0.01	0.01	No	No
Harbor/I5 SB Ramps ¹⁾	0.66	B	0.82	D	0.66	B	0.86	D	0.00	0.04	No	No
Harbor/Disney	0.40	A	0.74	C	0.40	A	0.82	D	0.00	0.08	No	No
Harbor/Katella ¹⁾	0.82	D	0.83	D	0.82	D	0.87	D	0.00	0.04	No	No
Disney/Freedman	0.25	A	0.43	A	0.23	A	0.68	B	-0.02	0.25	No	No
Freedman/Katella	0.81	D	0.86	D	0.80	C	0.89	D	-0.01	0.03	No	No
I-5 SB Ramps/Disney	0.31	A	0.50	A	0.31	A	0.52	A	0.00	0.02	No	No
Anaheim/Haster/Disney	0.62	B	0.73	C	0.62	B	0.76	C	0.00	0.03	No	No
Haster/Katella	0.94	E	0.93	E	0.93	E	0.95	E	-0.01	0.02	No	Yes
Haster/Orangewood	0.80	C	0.88	D	0.80	C	0.88	D	0.00	0.00	No	No
Katella/I-5 SB Ramps	1.05	F	0.66	B	1.05	F	0.66	B	0.00	0.00	No	No
I-5 NB Ramps/Katella ¹⁾	0.84	D	0.87	D	0.84	D	0.87	D	0.00	0.00	No	No

¹⁾ CMP Intersection

Level of Service Ranges	.00 - 0.60 A
	.61 - 0.70 B
	.71 - 0.80 C
	.81 - 0.90 D
	.90 - 1.00 E
	> 1.00 F

VI.5 Disney Way/Freedman Way Intersection

As noted above, the addition of project-generated traffic to the Disney Way/Freedman Way intersection does not cause a significant impact based on the City of Anaheim threshold of significance criteria. The addition of project traffic does, however, increase the volume of westbound left turns from 270 to 550, exceeding the 300 vehicle demand threshold used by the City for the installation of dual left turns. The City Traffic and Transportation Manager requested that more detailed analysis of this intersection be conducted to determine if dual left turns will be warranted.

MMA conducted an analysis of the intersection using the Operations Analysis Methodology from the Highway Capacity Manual as well as the SIGNAL94/TEAPAC program. Both methodologies calculate queue lengths on individual approaches to an intersection. Allowing the program to determine the optimal signal phasing and timing, the left turn queue at the intersection in the PM peak hour in 2010 was estimated to be 11 - 13 vehicles, which could be accommodated in the single left turn lane. Adding a dual left turn lane did not significantly change the queue length because the program re-optimized the signal timing and reallocated green time from the westbound approach to other approaches to rebalance the intersection level of service. The HCM Operations Method and SIGNAL94/TEAPAC calculations are included in Appendix 2 of this report. Based on the need to maintain a 90-second signal cycle to accommodate the pedestrian crossing times, multiple phases and all-red clearance phase, however, the left turn storage requirement was estimated to reach 400 feet. This cannot be accommodated in the single left turn lane and would require the widening of the westbound approach to the intersection to provide dual left turn lanes.

Because the City of Anaheim threshold of 300 left turns is forecast to be exceeded at this location, the project will implement the installation of dual left-turn lanes. This will improve the ICU values at the Disney/Freedman intersection from 0.23 to 0.21 in the AM peak hour and from 0.68 to 0.52 in the PM peak hour in 2010 with the Pointe Anaheim project. An alternative access plan is discussed later in Section VII.2 which reduces the left-turn volume and decreases the queue to six vehicles in the PM peak hour.

VII. MITIGATION MEASURES

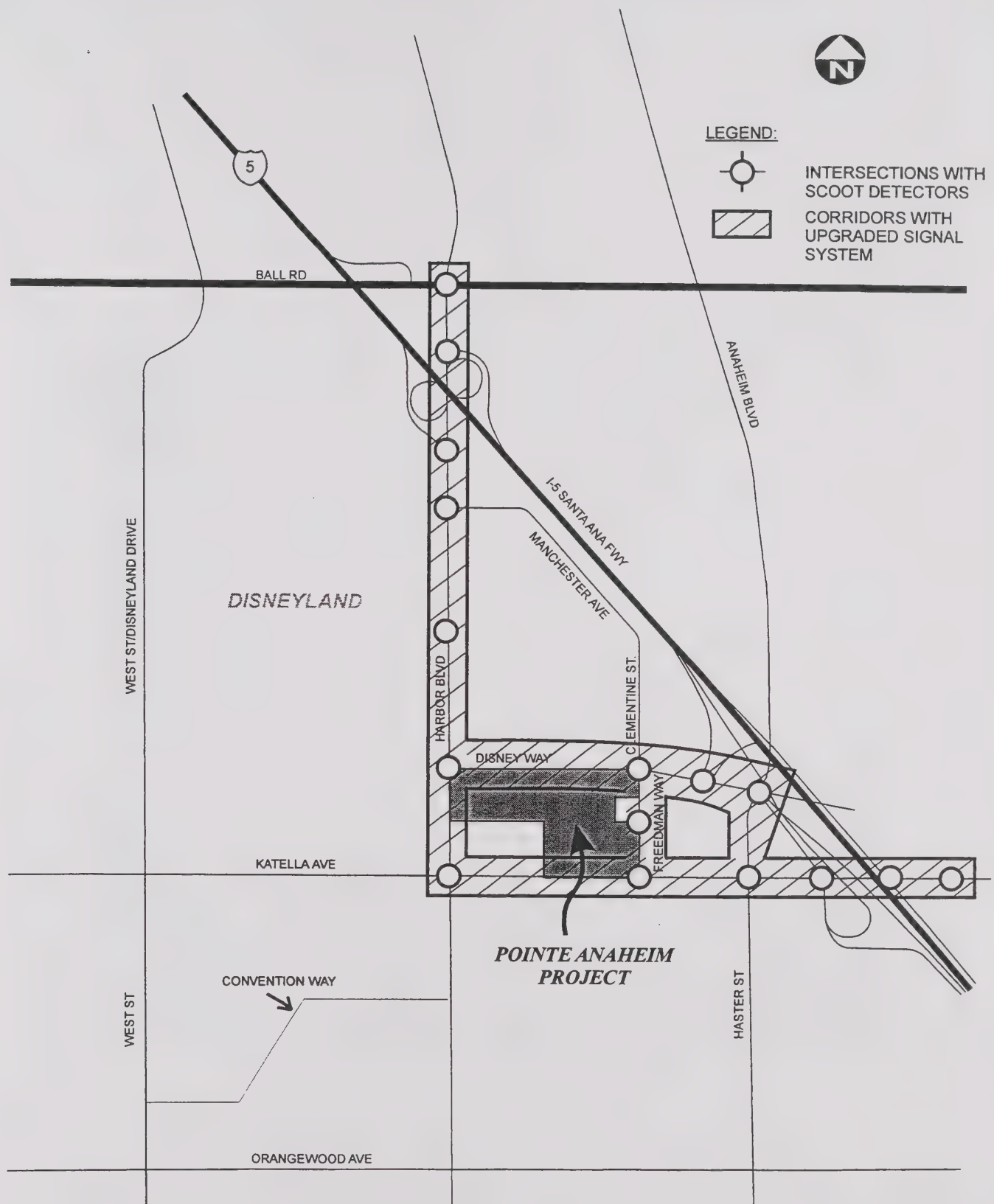
The Disney Way/Freedman Way intersection will be widened to implement dual left turn lanes in the westbound and northbound directions.

The Haster/Katella intersection will be fully improved with dual left turn lanes on all approaches and separate right turn only lanes on all approaches except eastbound, where the fourth lane is needed as an additional through lane, as a result of the Anaheim Resort Area Improvement Program now under construction. There is no right-of-way available to further increase the intersection's capacity through the addition of more travel lanes. The mitigation measure proposed at this location to reduce the impact of project-generated trips, is the implementation of signal system improvements which increase the intersection's capacity through improved traffic signal technology.

The City of Anaheim desires to upgrade its existing traffic signal system by implementing the next generation of traffic signal systems, an adaptive traffic control system. The existing traffic signal system monitors traffic patterns based on loop detectors imbedded in the pavement in advance of each intersection and switches between pre-programmed traffic signal timing plans based on changes in traffic flow. The newest types of traffic signal systems respond to traffic flows along corridors on a real-time basis in a more traffic-responsive manner. This is accomplished through the installation of additional traffic loop detectors between intersections which monitor the departure volumes from each intersection, as well as the arrival volumes. The SCOOT System, which the City of Anaheim intends to implement, also relies upon more sophisticated software and traffic signal controllers at each intersection to respond to the changing traffic demands on a real-time basis. SCOOT may provide signal preemption, or other preemption system satisfactory to the Fire and Public Works Departments. To implement the SCOOT system, the street pavement would need to be scored (cut) to insert cables. Jacking and existing conduits will be used as directed by the City Engineer. The roadway would need to be repaired following completion of this construction.

In order to mitigate the impact of the proposed project at the Haster/Katella intersection, the Pointe Anaheim project will fund the implementation of the SCOOT System at that location. The SCOOT System is designed to improve corridor traffic flows and would not be effective if only installed at one location. Therefore, the proposed project will contribute to the installation of the SCOOT System along the Harbor Boulevard, Katella Avenue, Disney Way, and Freedman Way corridors in the areas shown on Figure 4. The installation of the SCOOT System on each of these corridors will improve traffic flow on each of these access routes to the Pointe Anaheim project and will provide enhanced traffic flow throughout the Anaheim Resort Area. The specific improvements to be implemented at each location by the Pointe Anaheim project are listed in Table 8. At the 16 intersections along these corridors, the project will fund the installation of SCOOT loop detectors. At eight of the intersections, the project will also fund the installation of new traffic signal controllers (Type 2070 controllers) to replace the existing controllers. At the other locations, Type 2070 controllers are being installed as part of the improvements currently under construction.

The level of improvement in traffic flow associated with adaptive traffic control systems is still being evaluated as they are implemented in various locations. In the City of Los Angeles, adaptive traffic control systems have been implemented in the Wilmington and Marina Del Rey areas and were measured to reduce stops and delays by 12 to 15%. Computer simulations conducted by the Los Angeles Department of Transportation (LADOT) have shown that the adaptive traffic control system will improve intersection capacity by between three to seven percent over the existing signal system, similar to Anaheim's existing system. The City of Los Angeles has granted a three percent credit to developments



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**FIGURE 4
Pointe Anaheim Signal System Upgrade**

TABLE 8**Locations for Implementation of SCOOT Signal System Upgrade Mitigation Measure**

Intersection	Install SCOOT Loop Detectors	Install 2070 Traffic Signal Controller
Ball & Harbor	X	
Harbor & I-5 N/B Ramps	X	
Harbor & I-5 S/B Ramps	X	
Harbor & Manchester	X	
Harbor & Esplanade	X	
Harbor & Disney Way	X	
Harbor & Katella	X	
Katella & Freedman	X	
Katella & Haster	X	X
Katella & I-5 SB Ramps	X	X
Katella & I-5 NB Ramps	X	X
Katella & Lewis	X	X
Freedman & Disney Way	X	X
Disney Way & I-5 S/B Ramps	X	X
Disney Way & Haster	X	X
Freedman & Pointe Anaheim Access	X	X

which implement the adaptive traffic control system as mitigation measures. (See recent traffic mitigation approval letter in Appendix 3.)

VII.1 Level of Significance Following Mitigation

The three percent increase in capacity associated with the implementation of the SCOOT system results in the levels of service forecast in Table 9. All of the study intersections are either improved or not effected by the proposed project in the AM peak hour with the implementation of the project mitigation measures. In the PM peak hour, six locations, including the Haster/Katella intersection, are improved over the Base Case and three locations are unchanged as a result of the project, following implementation of the proposed mitigation measures. No intersections remain significantly impacted by the proposed project.

The proposed mitigation measures fully mitigate the project traffic impacts leaving no residual impacts.

TABLE 9

2010 INTERSECTION OPERATIONS WITH POINTE ANAHEIM MITIGATION

[illegible]

VIII PROJECT ACCESS AND CIRCULATION

VIII.1 Preliminary Access Plan

The proposed project will have project access points on all four sides of the development. Most of these will be right-turn-in/right-turn-out access points because of the presence of landscaped medians on the streets surrounding the project and the absence of median openings for left turns. On Freedman Way, the project is proposed to have a signalized intersection approximately mid-way between Katella Avenue and Disney Way where full access, including left turns, will be accommodated.

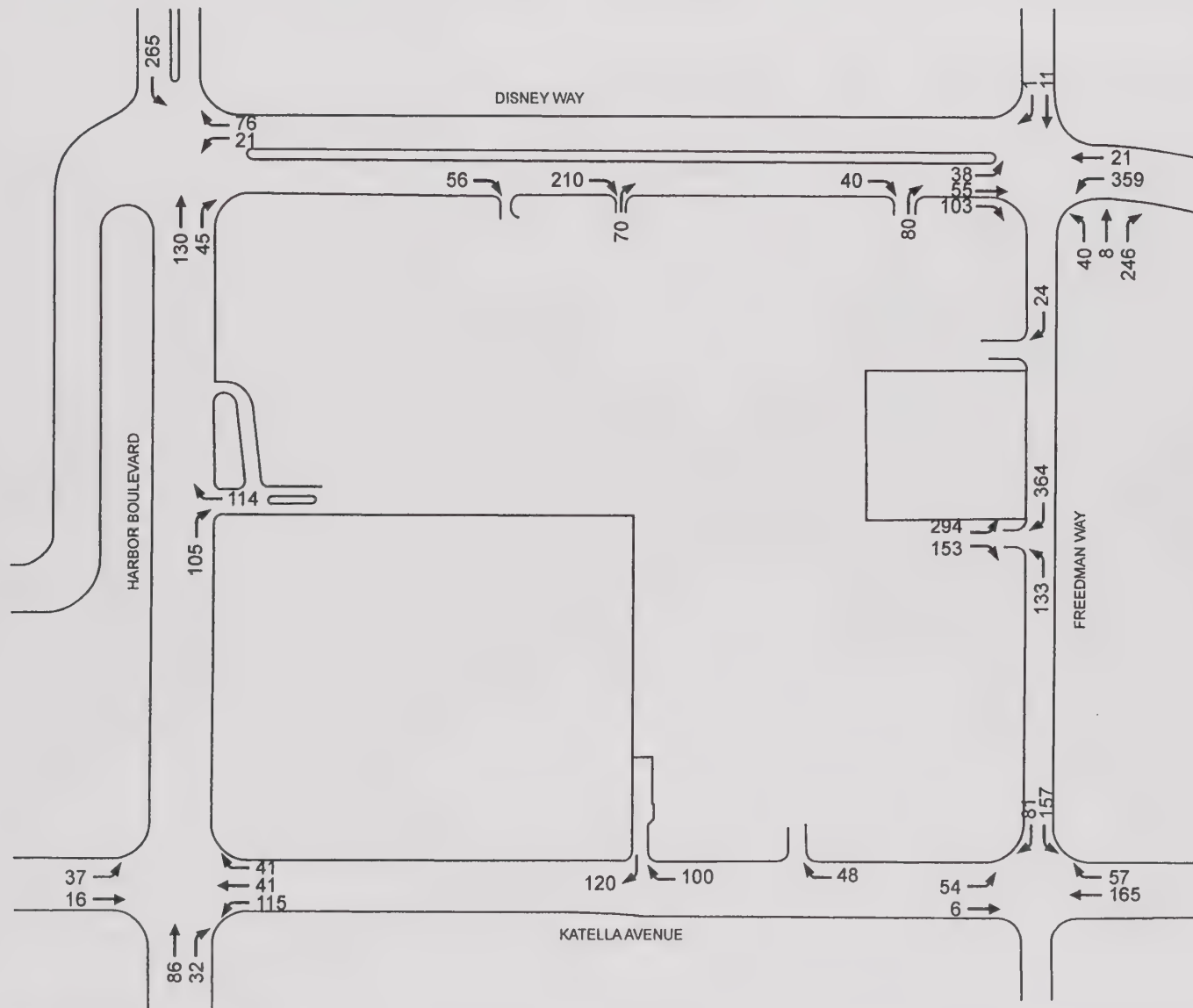
Figure 5 illustrates the driveway access patterns and the total number of PM peak hour trips expected at each driveway. The allocation of trips to eight project access points results in moderate volumes of traffic at each location and would not cause any negative impacts to arterial street traffic as vehicles enter and exit the site. It should be noted that the volumes shown of the figure reflect the total gross trip generation of the proposed project, not the net increase above the Base Case, upon which off-site project impacts were assessed. All of the project access points provide connections to the consolidated parking garage, but for the purposes of assessing driveway issues, the project trip distribution reflected in Figure 5 concentrated the RDE trips at the mid-block access points on Harbor Boulevard, Katella Avenue and Freedman Way. The driveways on Disney Way were assumed to primarily serve the two hotels on the Disney Way frontage.

The northernmost access driveway on Freedman Way will be restricted to right turns in and right turns out by the planned median on Freedman Way. There is no opening in the median adjacent to this project driveway. There is a median opening within approximately 100 feet of the driveway which is intended to be used only by emergency vehicles exiting the Fire Department Station on Freedman Way. In order to prevent Pointe Anaheim traffic from using the emergency median opening for U-turns, and thereby potentially interfering with emergency vehicles, the shape of the median island opening should be designed to preclude U-turns.

VIII.2 Alternative Access Plan

An alternative access plan was also evaluated to assess the potential benefits and impacts associated with providing a full access intersection on Disney Way, similar to the one on Freedman Way. One of the primary benefits associated with providing a full access intersection on Disney Way is that it would better serve traffic approaching the project from the Santa Ana Freeway via the Disney Way off ramps, than does the preliminary access plan. Without a left turn opening in the median on Disney Way, traffic approaching Pointe Anaheim from the east must either turn left at Freedman Way or proceed west to Harbor Boulevard and make a u-turn to come back to the project access points on Disney Way.

Figure 6 illustrates the forecast PM peak hour volumes at the project access points with a full access intersection on Disney Way. The changes in Level of Service with this alternative access plan are illustrated in Table 9. The reduction in u-turns at Harbor/Disney Way does not change the ICU or LOS at that location. The new signalized intersection on Disney Way at Pointe Anaheim would operate at LOS A. The reduction in left turns from westbound Disney Way to southbound Freedman Way improves the ICU at the intersection from 0.68 to 0.62 and it will operate at LOS B. The shifting of some Pointe Anaheim traffic from the main Freedman Way access point to one on Disney Way better distributes the project traffic and reduces the ICU at the Freedman Way signalized access point from 0.46 to 0.42. The project trip distribution in Figure 6 assumes that the signalized driveway on Disney Way would serve

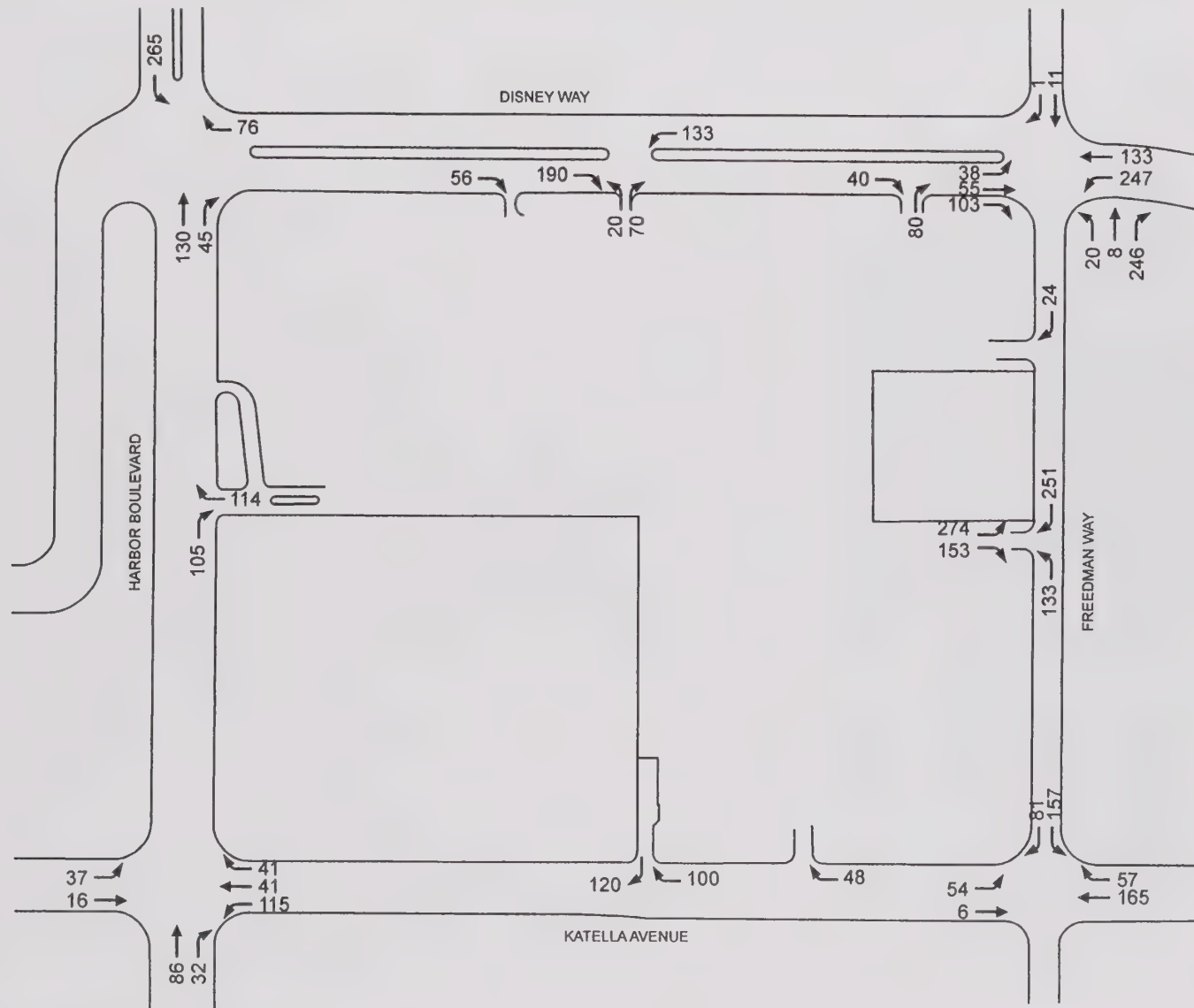


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**FIGURE 5
PM Peak Hour Project Trips (Gross)**



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**FIGURE 6
PM Peak Hour Project Trips (Gross)
With Alternative Access Plan**

TABLE 10

**PM PEAK HOUR IMPACT OF
ALTERNATIVE POINTE ANAHEIM ACCESS
(Signalized Left Turn Access on Disney Way)**

Intersection	Proposed Project		Alternative Access Plan	
	ICU	LOS	ICU	LOS
Harbor/Disney	0.82	D	0.82	D
Disney/Pt. Anaheim	N.A.	N.A.	0.38	A
Freedman/Disney	0.68	B	0.62	B
Freedman/Pt. Anaheim	0.46	A	0.42	A

RDE traffic as well as the hotel, thus providing one major access point to the project's consolidated parking garage from each of the arterial streets surrounding the project.

The operations of the Disney Way/Freedman Way and Disney Way/Pointe Anaheim intersections were evaluated using the HCM Operations Methodology as well as the ICU methodology. The reduction of left turns at the Disney Way/Freedman intersection reduced the queue in the single westbound left turn lane from 13 vehicles to 6 during the PM peak hour.

City of Anaheim staff requested that an analysis be conducted as to how the Disney Way intersection would operate late at night when Disneyland traffic is exiting the park via Disney Way. Previous project EIRs in the Anaheim Resort Area did not evaluate intersection levels of service in the 12:00 AM - 1:00 AM hour, when outbound Disneyland traffic peaks, so there were no background traffic volumes upon which to superimpose Pointe Anaheim trips. MMA developed an estimate of the trips along Disney Way by examining Disneyland's forecast year 2000 peak season trip generation data, following completion of the second gate, and determining how much Disneyland-generated traffic would be on Disney Way during the 12:00 AM - 1:00 AM hour. Approximately 10% (10.5% outbound, 9.7% inbound) of Disneyland Resort traffic is forecast to enter/exit via Disney Way in the PM peak hour. Applying these same distribution patterns to the 639 inbound/4,900 outbound trips projected for the 12:00 AM - 1:00 AM hour in 2000, the volume of Disneyland Resort-related traffic on Disney Way would be 514 eastbound trips and 62 westbound trips passing Pointe Anaheim.

Trip generation data for hotels, RDE and theaters is not readily available for the midnight hour. In order to estimate Pointe Anaheim traffic generation during that hour, it was assumed that Pointe Anaheim hotels and RDE land uses would exhibit similar peaking characteristics as those forecast for the Disneyland Resort. Examining Disneyland Resort EIR trip generation calculations it was determined that the resort hotels would generate 0.8% of their daily inbound trips in the hour after midnight and 4.4% of their daily outbound trips. The RDE land uses are estimated to generate 5.0% of their daily inbound trips and 15.0% of their daily outbound trips between 12:00 AM and 1:00 AM, if they follow the same pattern as that forecast for Disneyland Resort RDE. It was assumed that patrons exiting an event in the largest theater at Pointe Anaheim could also be departing during this late night hour. Based on these worst-case assumptions, the Pointe Anaheim project could generate 2,495 outbound and 581 inbound trips during the hour after midnight.

With a full service access point on Disney Way, to which between 18% and 24% of Pointe Anaheim traffic would be assigned (depending upon direction), the level of service at the signalized intersection is forecast to be LOS A (ICU = 0.50) during the hour after midnight, when Disneyland Resort outbound traffic peaks.

The alternative access plan with a signalized intersection on Disney Way would not cause any significant impacts and would improve operations at other intersections around the project site.

VIII.3 7:00 PM to 8:00 PM Analysis

As noted earlier, the peak time period for which traffic impact analyses have traditionally been conducted is during the 5:00 PM to 6:00 PM peak hour when the total volume of traffic on Anaheim City streets reaches its peak. The Pointe Anaheim project will include a number of restaurants and theaters which will attract patrons after 6:00 PM, so consideration has been given to the potential impacts of the project during the 7:00 PM to 8:00 PM hour. In order to quantify impacts during the 7:00 PM to 8:00 PM hour, two data inputs were required; (1) an estimate of future Base Conditions in the 7:00 PM to 8:00 PM hour is needed, and (2) an estimate of Pointe Anaheim project trip generation during that hour is needed.

Background Traffic

Two sources of data were used to determine how the 7:00 PM to 8:00 PM traffic volumes compare to those during the commute hour; (1) recent traffic counts in the project area conducted by the City of Anaheim, and (2) projections of 2001 conditions with the Disneyland Resort completed which were provided by Disney consultants Kaku Associates for four intersections near Pointe Anaheim. Table 11 provides a comparison of existing counts during the two time periods at ten locations in Anaheim. The traffic volumes during the 7:00 PM to 8:00 PM hour are, on average, 35% lower than during the commute peak hour. The count on Freedman Way (future Disney Way) during the summer peak season indicates that traffic is 26% lower during the 7:00 PM to 8:00 PM hour.

The data provided by consultants to Disney is illustrated in Table 12 for the four signalized intersections which surround the Pointe Anaheim project. The 2001 forecasts are based on the assumption that the East Parking Structure will be located on the Grand Hotel site. In the future, even with the additional gate at the Disneyland Resort, the background volumes during the 7:00 PM to 8:00 PM hour are expected to average only 31% of the commute peak volumes.

To be conservative, MMA will reduce the 2010 base case 5:00 PM to 6:00 PM volumes by only 25% to represent the future 7:00 PM to 8:00 PM volumes.

Pointe Anaheim 7:00 PM to 8:00 PM Trip Generation

The traditional sources for trip generation rates (e.g., ITE Trip Generation manual) provide rates for trips generated by different land uses on a daily basis and during peak hours, but do not provide data about the hourly variation of trip generation throughout the day. In order to estimate how the Pointe Anaheim project trip generation would vary during the evening hours, data regarding the hourly variation of hotel trips and retail/dining/entertainment trips provided in the Addendum to The Disneyland Resort Final EIR was used and the theater trips were calculated based on the anticipated schedule of theaters (See Appendix 1 letter from RogersDale USA).

The data provided in Table 1 of the Addendum to The Disneyland Resort Final EIR No. 311 Technical Appendices indicates that the hotels will generate 48% fewer inbound trips and 51% fewer outbound trips in the 7:00 PM to 8:00 PM hour than in the 5:00 PM to 6:00 PM hour. The RDE uses are shown to generate 48% more trips inbound and 18% fewer outbound trips in the 7:00 PM to 8:00 PM hour. Each of the live theaters would be expected to generate trips during the 7:00 PM to 8:00 PM hour because the start times for shows vary from 7:00 PM to 8:30 PM. The highest theater trip generation scenario is based on the schedule for hour shows, where performances in Theater 1, 2, and 3 begin at 8:00 PM, 7:30 PM and 8:30 PM, respectively. Assuming sold out performances in all three theaters, using the same vehicle occupancy and mode of access assumptions used earlier for the 5:00 PM to 6:00 PM analysis, MMA estimates that the theaters would result in 726 inbound trips between 7:00 PM and 8:00 PM. Table 13 summarizes the comparison of Pointe Anaheim trips at 7:00 PM to 8:00 PM with those during the peak hour. The hotel trips are reduced by 50%, while the theater trips are 69% higher. RDE trips are 16% higher. The project as a whole could generate 2,163 trips, 15% more trips during the 7:00 PM to 8:00 PM hour than during the commute peak. This illustrates the off-peak nature of the land uses proposed at the project.

Table 11
Existing Traffic Volume Comparison 7-8 PM Versus 5-6 PM

STREET	DATE	5-6 PM VOLUME	7-8 PM VOLUME	% REDUCTION (7-8 PM)
Freedman - Harbor to Anaheim	06-09-97	489	361	-26%
Harbor - Freedman to Ball	02-07-96	2,546	1,789	-30%
S.B. Harbor - Katella to Freedman	02-05-96	1,073	855	-20%
N.B. Harbor - Katella to Freedman	02-05-96	1,087	662	-39%
S.B. Harbor - Oranewood to Katella	02-05-96	978	842	-14%
N.B. Harbor - Oranewood to Katella	02-05-96	1,290	1,030	-20%
Katella - Harbor to West	02-09-96	2,585	1,505	-42%
Katella - Haster/Anaheim to Harbor	02-05-96	3,067	2,064	-33%
E.B. Katella - State College to Haster/Anaheim	02-05-96	1,141	549	-52%
W.B. Katella - State College to Haster/Anaheim	02-05-96	1,457	530	-64%
TOTAL:		15,713	10,187	-35%

TABLE 12

2001 5-6PM Comparison to 7-8PM Volumes

Intersection	Peak 5-6PM	Peak 7-8PM	% Reduction (7-8PM)
Harbor/Disney	4,908	3,528	-28 %
Freedman/Disney	2,916	2,315	-11 %
Harbor/Katella	7,264	4,850	-33 %
Freedman/Katella	4,027	2,583	-36 %
Total	19,115	13,276	-31 %

Source: Kaku Associates, November 1998 [Volumes include Background Volumes (2001) plus traffic from Disneyland with both 1,400 space on Grand lot and 17,600 spaces on Grand lot]

TABLE 13
Comparison of Trips 7-8 PM Versus 5-6 PM with Theaters

Pointe Anaheim Project (Live Theaters) Trip Generation 5-6 PM			
Land Use	Inbound Trips	Outbound Trips	Total Trips
Hotels	168	210	378
Theaters	270	160	430
RDE	620	457	1,077
Total Project	1,058	827	1,885
Pointe Anaheim Project (Live Theaters) Trip Generation 7-8 PM			
Land Use	Inbound Trips	Outbound Trips	Total Trips
Hotels	87	103	190
Theaters	726	0	726
RDE	918	329	1,247
Total Project	1,731	432	2,163 (+15%)

Notes: Based on data provided in Table 1 Addendum to The Disneyland Resort Final EIR No. 311 Technical Appendices, Disneyland hotels generate 48% fewer inbound trips and 51% fewer outbound trip 7-8PM compared to 5-6PM and RDE generates 48% more inbound trips and 18% fewer outbound trips 7-8PM compared to 5-6PM.

A similar calculation was made for the project alternative with a multiplex movie theater at the project instead of the live theaters. The movie theaters were assumed to have one third of the movie patrons arriving and one third departing during the 7:00 PM to 8:00 PM hour, as opposed to the theaters where everyone is arriving in that hour. The trip generation comparison for the multiplex movie theaters is shown in Table 14. The movie theaters will generate 2,191 trips, 18% more than the project with movies during the peak hour, and 16% more than the project with live theaters in the peak hour.

Level of Service at 7:00 PM to 8:00 PM

With the 25% reduction in the 2010 base case traffic volumes to reflect the 7:00 PM to 8:00 PM pre-project conditions and a proportionate increase in project-generated trips to reflect the impact of the multiplex movie alternative, the levels of service shown in Table 15 result. At most locations, conditions are considerably less congested than during the commute PM peak hour. The addition of the higher level of project-related traffic during the 7:00 PM to 8:00 PM hour does not result in any significant impacts which would require additional mitigation measures beyond those already required based on the PM peak hour analysis. It should be noted that the levels of service shown in Table 15 do not reflect the benefits of the project mitigation measures. For example, at the Freedman Way/Disney Way intersection, with the proposed dual westbound left turn lanes required of the project, the ICU will improve to 0.37 and it will remain at LOS A in the 7:00 PM to 8:00 PM hour.

Driveway Volumes

The turning movements into and out of project driveways during the 7:00 PM to 8:00 PM hour have been estimated and are depicted in Figure 7. The highest turning volumes are right turns into the project driveways, with the highest volume on Freedman Way, where a right-turn only lane will be provided to accommodate turns into the site.

The proposed project does not result in any significant impacts during the 7:00 PM to 8:00 PM peak hour.

TABLE 14
Comparison of Movie Trips 7-8 PM versus 5-6 PM

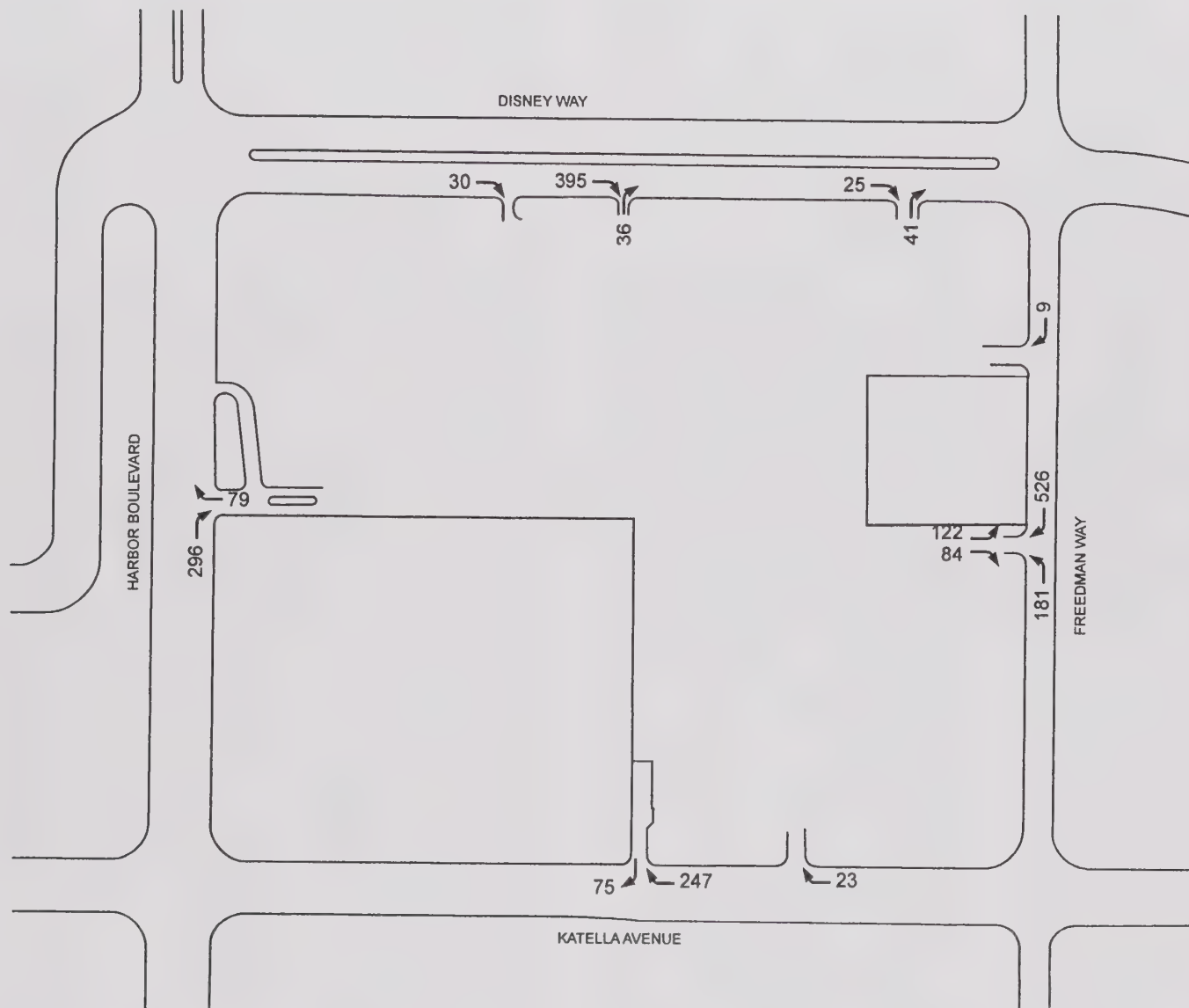
Pointe Anaheim Project (Multiplex Movies) Trip Generation 5-6 PM			
Land Use	Inbound Trips	Outbound Trips	Total Trips
Hotels	168	210	378
Movies	213	189	402
RDE	620	457	1,077
Total Project	1,001	856	1,857
Pointe Anaheim Project (Multiplex Movies) Trip Generation 7-8 PM			
Land Use	Inbound Trips	Outbound Trips	Total Trips
Hotels	87	103	190
Movies	377	377	754
RDE	918	329	1,247
Total Project	1,382	809	2,191 (+18%)

Notes: Based on data provided in Table 1 Addendum to The Disneyland Resort Final EIR No. 311 Technical Appendices, Disneyland hotels generate 48% fewer inbound trips and 51% fewer outbound trip 7-8PM compared to 5-6PM and RDE generates 48% more inbound trips and 18% fewer outbound trips 7-8PM compared to 5-6PM. Movies were assumed to have patrons for one third of the seats arriving and departing in 7-8PM hour.

TABLE 15

**2010 ESTIMATED INTERSECTION
OPERATIONS ANALYSIS - 7:00 PM to 8:00 PM**

Intersection	2010 Base Case		2010 with Pointe Anaheim		Change in ICU	Significant ?
	7:00 - 8:00 PM		7:00 - 8:00 PM			
	ICU	LOS	ICU	LOS	PM	PM
Harbor/Ball	0.84	D	0.84	D	0.00	No
Harbor/I5 NB Ramps ¹⁾	0.63	B	0.63	B	0.00	No
Harbor/I5 SB Ramps ¹⁾	0.63	B	0.67	B	0.04	No
Harbor/Disney	0.57	A	0.65	B	0.08	No
Harbor/Katella ¹⁾	0.57	A	0.60	A	0.03	No
Disney/Freedman	0.32	A	0.62	B	0.30	No
Freedman/Katella	0.69	B	0.73	C	0.04	No
I-5 SB Ramps/Disney	0.40	A	0.41	A	0.01	No
Anaheim/Haster/Disney	0.57	A	0.61	B	0.04	No
Haster/Katella	0.67	B	0.70	B	0.03	Yes
Haster/Orangewood	0.68	B	0.68	B	0.00	No
Katella/I-5 SB Ramps	0.52	A	0.54	A	0.00	No
I-5 NB Ramps/Katella ¹⁾	0.71	C	0.71	C	0.00	No
¹⁾ CMP Intersection						
Level of Service	.00 - 0.60 A					
Ranges	.61 - 0.70 B					
	.71 - 0.80 C					
	.81 - 0.90 D					
	.90 - 1.00 E					
	> 1.00 F					



Meyer, Mohaddes Associates, Inc.

Traffic Engineering • Transportation Planning

**POINTE ANAHEIM
TRANSPORTATION STUDY**

**FIGURE 7
7-8 PM Project Trips (Gross)
at Driveways**

IX. PARKING ANALYSIS

The Pointe Anaheim project proposes to include approximately 4,428 automobile and 25 bus parking spaces in a joint parking garage that extends one level below the site and includes a multi-level above-grade garage in the southwest portion of the site. MMA conducted an analysis of the parking demands at the proposed project to determine if this supply of parking would be adequate to meet project needs.

The analysis of the project's parking demands consisted of two steps; (1) determination of the peak parking demands for each type of land use on-site, and (2) identification of the time of day when the parking demands peak. The identification of the peaking characteristics of the land uses was used to determine if there are opportunities to share parking between land uses. The analysis also includes an assessment of the required number of parking spaces pursuant to the City of Anaheim Municipal Code.

The parking demand estimates were developed for each individual land use based on peak parking demand factors contained in the ITE publication *Parking Generation, 2nd Edition*. Table 16 illustrates the parking demand calculation for each land use. The demand rates are those published by the ITE and the Urban Land Institute. The mode split adjustments were applied to be consistent with the trip generation calculations presented earlier. In reality, not all of the parking demands peak at the exact same time. Table 17 provides a calculation of the number of spaces which would be required by City of Anaheim Municipal Code if each component of the project were treated separately. The total code requirement would be 7,668 spaces. The Municipal Code notes that for recreation type facilities (e.g., Pointe Anaheim), "due to the unique nature of these types of uses, parking requirements shall be determined by the City Traffic and Transportation Manager and/or Planning Commission based upon the nature and extent of the intended uses and upon information contained in a parking demand study prepared by an independent traffic engineer licensed by the State of California." The analysis provided below constitutes such a parking demand study.

The Urban Land Institute (ULI) has published a methodology which is widely used in determining how parking facilities may be shared by multiple land uses. The ULI Shared Parking methodology was applied by MMA and is reflected in Tables 19 and 20. The ULI methodology identifies how the parking demands by land use vary by hour of the day, in terms of the percentage of peak demand. For example in Table 19, the retail parking demands are shown to reach 100% of peak demand at 2:00 PM, whereas the restaurant demands reach their peak at 7:00 PM. Table 19 provides an analysis of the peak parking demand for the proposed project with live theaters. It is based on the assumption that there will be two full shows (e.g., Broadway productions or multi-performer live shows) at each theater during the day (one afternoon show and one evening show). The peak parking demand is reached at 8:00 PM and totals 4,217 spaces. Table 20 provides a similar calculation for the alternative with a multi-plex movie theater, illustrating that the peak parking demand again occurs at 8:00 PM, but at a slightly reduced level of 4,128 spaces. The City Traffic and Transportation Manager requested a 5% margin on top of the projected peak parking demand, equating to a total parking requirement of 4,428 spaces.

The proposed parking supply should be designed to include 4,428 spaces when the parking garage is finally designed. It is likely that the hotels will employ valet parking operations which would be able to "flex" this parking supply to increase it by several hundred spaces through the use of tandem parking or stack parking cars in the aisles during special events which might cause an unusual peak parking demand.

TABLE 16

PARKING DEMAND CALCULATION BY LAND USE

Land Use	Quantity	Demand Rate	# Spaces	Mode Split Adjustments	Reduced Parking Demand
Hotels					
Guests	1050 rooms	0.675 (90% occupancy, 75% by car)	709		
Employees	1,050 employees	0.596 (same as Disney employees)	625		
Restaurant/Lounges	18,185 SF	10/KSF (ULI Rate)	182		
Banquet/Meeting Rooms	61,000 SF	10/KSF x 25% (City Rate)	170		
Subtotal					1,686
Theaters					
A	2,350 seats	0.5 (x) -322	853	walk 10% transit 20% hotel internal 5%	554
B	1,500 seats	0.5 (x) -322	428	walk 10% transit 20% hotel internal 5%	278
C	750 seats	0.26 or 0.5(x) -322	195	walk 10% transit 20% hotel internal 5%	123
Retail	335,000 sf	$\text{Ln}(P) = 1.261\text{Ln}(x) - 0.365$	1,065	walk 25% transit 5% hotel internal 10%	639
Quality Restaurant	80,000 sf	15.89	1,271	walk 20% transit 5% hotel internal 10%	826
Family Restaurant	60,000 sf	9.08	545	walk 20% transit 5% hotel internal 10%	354

Entertainment (Bars)	40,000 sf	17.0	680	walk 20% transit 5% hotel internal 10%	442
Entertainment (Games/Arcade)	25,000 sf	5.5	138	walk 20% transit 10% hotel internal 10%	83
Entertainment (Museum)	25,000 sf	3.3	83	walk 20% transit 10% hotel internal 10%	50
Total					5,035

TABLE 16

TABLE 17
City Code Required Parking

Land Use	Quantity	Demand Rate	# Spaces
Hotels	1,050 rms	0.8/Rm 14.0/ KSF of Rest/bar 10.0/ KSF of Banquet/Meeting + Employees parking	2175 ¹⁾
Theater A	2,350 seats 15 employees + performers	0.4/seat 0.8/employee	940 12
Theater B	1,500 seats 10 employees + performers	0.4/seat 0.8/employee	600 8
Theater C	750 seats 5 employees + performers	0.4/seat 0.8/ employee	300 4
Specialty Retail	335,000 SF	5.5/KSF up to 100 KSF 4.5/KSF above 100 KSF	550 1058
Quality Restaurant	80,000 SF	8.0/KSF	640
High-Turnover Sit-down Restaurant	60,000 SF	8.0/KSF	480
Entertainment (Bars)	40,000 SF	17.0/KSF	680
Entertainment (Video Arcade)	25,000 SF	5.5/KSF ²⁾	138
Entertainment (Museum)	25,000 SF	3.3/KSF	83
Total			7,668 ³⁾

¹⁾ See Table 18 for hotel calculation

²⁾ Retail rate

³⁾ The total parking requirement for the project with a 21-screen multi-plex movie complex would be 7,273 spaces. This is based on 0.3 spaces per seat ($0.3 \times 4,757 = 1,427$) plus 2 employee spaces per screen ($2 \times 21 = 42$) for a movie theater total of 1,469 compared to 1,864 for the live theaters.

Table 18
City Code Parking Requirements for Pointe Anaheim Hotels

400 Room Hotel	Rate	Spaces
400 Rooms	0.8 sp/rm	320
6.26 KSF Rest/Bar	14.0/KSF	88
31.0 KSF Banquet/Mtg	10.0/KSF	<u>310</u>
Subtotal (not including employees)		718
350 Room Hotel		
350 Rooms	0.8/Rm	280
9.025 KSF Rest/Bar	14.0/KSF	126
30.0 KSF Banquet/Mtg	10.0/KSF	<u>300</u>
Subtotal (not including employees)		706
300 Room Hotel		
300 Rooms	0.8/Rm	240
2.9 KSF Rest.Bar	14.0/KSF	41
7.0 KSF Banquet/Mtg	10.0/KSF	<u>70</u>
Subtotal (not including employees)		351
Total Room Parking		1,775
Employee Parking		
0.25 spaces/employee working in guest rooms x 580 employees		145
4.6 employee spaces per KSF of Rest/Bar x 18.185		84
1.0 employee spaces per KSF of retail x 0.8		1
2.5 employee spaces per KSF Banquet/Meeting x 68		170
Total Employee Parking Demand		400
Total Pointe Anaheim Hotels City Code Required Parking		2,175

Table 19
Pointe Anaheim Parking Demand by Hour - Full Shows in Theaters

Land Use	Hotel Rest/Lounge		Hotel Banquets/Mtg		Hotels Employees		Hotels Guests		Theater A		Theater B		Theater C		Retail		Quality Restaurant		Family Restaurant		Bars		Games ¹⁾		Museum		Total Parking Demand by Hour
Peak Demand	182		170		625		709		554		278		123		639		826		354		442		83		50		
Hour	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	
6:00 AM	20%	36	0%	0	10%	63	100%	709	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	20%	88	0%	0	0%	0	896
7:00 AM	20%	36	0%	0	21%	131	85%	603	0%	0	0%	0	0%	0	3%	19	2%	17	2%	7	20%	88	0%	0	0%	0	901
8:00 AM	20%	36	50%	85	40%	250	65%	461	0%	0	0%	0	0%	0	10%	64	5%	41	5%	18	20%	88	0%	0	10%	5	1048
9:00 AM	20%	36	100%	170	53%	331	55%	390	0%	0	0%	0	0%	0	30%	192	10%	83	10%	35	20%	88	0%	0	30%	15	1340
10:00 AM	20%	36	100%	170	56%	350	50%	355	0%	0	0%	0	0%	0	45%	288	20%	165	20%	71	20%	88	0%	0	45%	23	1545
11:00 AM	30%	55	100%	170	58%	363	50%	355	0%	0	0%	0	0%	0	73%	466	30%	248	30%	106	30%	133	0%	0	73%	37	1933
12:00 PM	50%	91	100%	170	60%	375	50%	355	0%	0	0%	0	0%	0	85%	543	50%	413	50%	177	50%	221	30%	25	85%	43	2413
1:00 PM	70%	127	100%	170	60%	375	50%	355	50%	277	0%	0	0%	0	95%	607	70%	578	70%	248	70%	309	70%	58	95%	48	3152
2:00 PM	60%	109	100%	170	62%	388	50%	355	100%	554	50%	139	0%	0	100%	639	60%	496	60%	212	60%	265	70%	58	100%	50	3435
3:00 PM	55%	100	100%	170	64%	400	50%	355	100%	554	100%	278	50%	62	100%	639	60%	496	60%	212	55%	243	70%	58	100%	50	3617
4:00 PM	50%	91	100%	170	60%	375	50%	355	100%	554	100%	278	100%	123	90%	575	50%	413	50%	177	50%	221	70%	58	90%	45	3435
5:00 PM	70%	127	100%	170	47%	294	60%	425	50%	277	100%	278	100%	123	75%	479	70%	578	70%	248	70%	309	70%	58	75%	38	3404
6:00 PM	90%	164	100%	170	37%	231	70%	496	0%	0	50%	139	100%	123	65%	415	90%	743	90%	319	90%	398	80%	66	65%	33	3297
7:00 PM	100%	182	100%	170	33%	206	80%	567	50%	277	100%	278	50%	62	60%	383	100%	826	100%	354	100%	442	90%	75	60%	30	3852
8:00 PM	100%	182	100%	170	30%	188	90%	638	100%	554	100%	278	100%	123	55%	351	100%	826	100%	354	100%	442	100%	83	55%	28	4217
9:00 PM	100%	182	100%	170	27%	169	95%	674	100%	554	100%	278	100%	123	40%	256	100%	826	100%	354	100%	442	100%	83	40%	20	4131
10:00 PM	90%	164	50%	85	24%	150	100%	709	100%	554	100%	278	100%	123	38%	243	90%	743	90%	319	90%	398	100%	83	58%	29	3878
11:00 PM	70%	127	0%	0	20%	125	100%	709	50%	277	0%	0	100%	123	13%	83	70%	578	70%	248	70%	309	80%	66	13%	7	2652
12:00 AM	50%	91	0%	0	13%	81	100%	709	0%	0	0%	0	0%	0	0%	0	50%	413	50%	177	50%	221	70%	58	0%	0	1750

¹⁾ Used Cinema Pattern

Table 20
Pointe Anaheim Parking Demand by Hour - Multi-Plex Movie Theaters

Land Use	Hotel Rest/Lounge		Hotel Banquets/Mtg		Hotels Employees		Hotels Guests		Movie Theaters		Retail		Quality Restaurant		Family Restaurant		Bars		Games ¹⁾		Museum		Total Parking Demand by Hour
Peak Demand	182		170		625		709		866		639		826		354		442		83		50		
Hour	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	# spc	%	#	%	# spc	%	# spc	%	# spc	%	# spc	
6:00 AM	20%	36	0%	0	10%	63	100%	709	0%	0	0%	0	0%	0	0%	0	20%	88	0%	0	0%	0	896
7:00 AM	20%	36	0%	0	21%	131	85%	603	0%	0	3%	19	2%	17	2%	7	20%	88	0%	0	0%	0	901
8:00 AM	20%	36	50%	85	40%	250	65%	461	0%	0	10%	64	5%	41	5%	18	20%	88	0%	0	10%	5	1048
9:00 AM	20%	36	100%	170	53%	331	55%	390	0%	0	30%	192	10%	83	10%	35	20%	88	0%	0	30%	15	1340
10:00 AM	20%	36	100%	170	56%	350	50%	355	0%	0	45%	288	20%	165	20%	71	20%	88	0%	0	45%	23	1545
11:00 AM	30%	55	100%	170	58%	363	50%	355	0%	0	73%	466	30%	248	30%	106	30%	133	0%	0	73%	37	1933
12:00 PM	50%	91	100%	170	60%	375	50%	355	30%	260	85%	543	50%	413	50%	177	50%	221	30%	25	85%	43	2672
1:00 PM	70%	127	100%	170	60%	375	50%	355	70%	606	95%	607	70%	578	70%	248	70%	309	70%	58	95%	48	3481
2:00 PM	60%	109	100%	170	62%	388	50%	355	70%	606	100%	639	60%	496	60%	212	60%	265	70%	58	100%	50	3348
3:00 PM	55%	100	100%	170	64%	400	50%	355	70%	606	100%	639	60%	496	60%	212	55%	243	70%	58	100%	50	3329
4:00 PM	50%	91	100%	170	60%	375	50%	355	70%	606	90%	575	50%	413	50%	177	50%	221	70%	58	90%	45	3086
5:00 PM	70%	127	100%	170	47%	294	60%	425	50%	433	75%	479	70%	578	70%	248	70%	309	70%	58	75%	38	3159
6:00 PM	90%	164	100%	170	37%	231	70%	496	80%	693	65%	415	90%	743	90%	319	90%	398	80%	66	65%	33	3728
7:00 PM	100%	182	100%	170	33%	206	80%	567	90%	779	60%	383	100%	826	100%	354	100%	442	90%	75	60%	30	4015
8:00 PM	100%	182	100%	170	30%	188	90%	638	100%	866	55%	351	100%	826	100%	354	100%	442	100%	83	55%	28	4128
9:00 PM	100%	182	100%	170	27%	169	95%	674	100%	866	40%	256	100%	826	100%	354	100%	442	100%	83	40%	20	4042
10:00 PM	90%	164	50%	85	24%	150	100%	709	100%	866	38%	243	90%	743	90%	319	90%	398	100%	83	58%	29	3789
11:00 PM	70%	127	0%	0	20%	125	100%	709	80%	693	13%	83	70%	578	70%	248	70%	309	80%	66	13%	7	2945
12:00 AM	50%	91	0%	0	13%	81	100%	709	70%	606	0%	0	50%	413	50%	177	50%	221	70%	58	0%	0	2356
1) Used Cinema Pattern																							

¹⁾ Used Cinema Pattern

An estimate was also made of the number of bus parking spaces required on-site. Assuming that 10% of the hotel patrons arrive by tour buses, overnight parking for 10 buses would be required. This assumes the 1,050 rooms are 90% occupied with an average of 2.5 persons per room and 25 persons per tour bus. In addition, tour buses are expected to transport patrons to the live theater events. With 4,600 seats, assuming 10% come by tour bus and 10% by shuttles, parking for 12 tour buses would be required (at 40 theater patrons per bus). Allowing for some additional bus parking for retail patrons or restaurant visitors, a total of 25 bus parking spaces should be provided on-site. The bus parking spaces are proposed to be provided in the lower level of the parking garage. It is not expected that the smaller shuttle buses will require parking spaces, but rather drop off and pick up areas. They will be provided a designated off-street drop off/pick up area along the Harbor Boulevard frontage of the project. A one-way circulation pattern is provided through the shuttle drop off area. The length of curb along which shuttles could stop to drop off or pick up passengers is approximately 160 feet, which could accommodate at least five shuttles at a time. The estimated demand for shuttles is one every two minutes. The shuttle drop off/pick up zone off of Harbor Boulevard could easily accommodate this level of demand. Some of the shuttles are also likely to be operated by the Pointe Anaheim hotels and could also use the passenger loading zones in the porte co-chere areas in front of each hotel.

The 1,492,000 square foot parking garage can be designed to include at least the projected demand of 4,428 auto parking spaces and 25 bus parking spaces. Subtracting 30,000 square feet for bus parking (at one space per 1,200 square feet) leaves 1,462,000 square feet for auto parking. At one space per 300 square feet, the 1,462,000 square foot structure could accommodate 4,873 self-park parking spaces. With the use of tandem spaces for employees or valet-parked cars, the proposed structure could accommodate even more vehicles. The management of Pointe Anaheim will be able to "flex" the supply of parking within the 1,492,000 square foot garage through the use of valet operations.

The proposed project will have adequate on-site parking to meet its peak parking demands and will not result in any parking impacts.

APPENDIX 1

Trip Generation Data

JUL-20-98 MON 05:30 PM

FAX:

PAGE 2



DATE: July 20, 1998
 TO: Robert Shelton
 FROM: Zev Buffman
 RE: Traffic - Pointe*Anaheim
 Performance Schedule

Theatre I (2,300 Seats)

Full Shows	Mon-Fri	8:00-11:00 p.m.	
(196 per year)	Sat	2:00-5:00 p.m.	8:00-11:00 p.m.
	Sun	2:00-5:00 p.m.	7:30-10:30 p.m.
Hour Shows	Mon-Fri	3:00-4:00 p.m.	8:00-9:00 p.m.
(200 per year)	Sat	1:00-2:00 p.m.	3:30-4:30 p.m. 7:00-8:00 p.m. 9:30-10:30 p.m.
	Sun	1:00-2:00 p.m.	3:30-4:30 p.m. 7:00-8:00 p.m.

Theatre II (1,500 Seats)

Full Shows	Mon-Fri	7:30-10:30 p.m.
(80 per year)	Sat	3:00-6:00 p.m. 7:30-10:30 p.m.
	Sun	3:00-6:00 p.m. 7:00-10:00 p.m.
Hour Shows	Mon-Fri	2:00-3:00 p.m. 7:30-8:30 p.m.
(360 per year)	Sat	2:00-3:00 p.m. 4:00-5:00 p.m. 7:30-8:30 p.m.
	Sun	2:00-3:00 p.m. 4:00-5:00 p.m. 7:30-8:30 p.m.

Theatre III (750 Seats)

Full Shows	Mon-Fri	7:00-10:00 p.m.
(80 per year)	Sat	4:00-7:00 p.m. 8:30-11:30 p.m.
	Sun	4:00-7:00 p.m. 8:30-11:30 p.m.
Hour Shows	Mon-Fri	3:30-4:30 p.m. 8:30-9:30 p.m.
(360 per year)	Sat	3:00-4:00 p.m. 5:00-6:00 p.m. 8:30-9:30 p.m.
	Sun	3:00-4:00 p.m. 5:00-6:00 p.m. 8:30-9:30 p.m.

POINTE ANAHEIM
TRIP GENERATION - PM PEAK HOUR
Disney Hotel Rates, MMA Theater, City RDE Rates

7/24/98

Land Use	Quantity	Inbound		Outbound		Total Trips
		Rate	Trip Ends	Rate	Trip Ends	
Hotel	1050 Rooms	0.16	168	0.20	210	
Subtotal Hotels			168		210	378
Theater A Walk % reduction - 25% Transit % reduction - 25% Internal % reduction - 25%	2300 Seats		N.A. ¹		N.A. ¹	N.A. ¹
Theater B Walk % reduction - 10% Transit % reduction - 20% Internal % reduction - 10% Pass-by % reduction - 10%	1500 Seats		270		0	270
Theater C Walk % reduction - 10% Transit % reduction - 20% Internal % reduction - 10%	750 Seats		0		160	160
Subtotal Three Theaters			270		160	430
Retail/Dining/Entertainment	565,000 sq ft	0.79	446	0.86	486	
Subtotal Entertainment			446		486	932
Project Totals			884		856	1740
¹ Theater A, large-scale productions will begin around 8:00 P.M. Any arriving Theater A patrons during the 5:00 PM-6:00 PM time period would be accounted for in the restaurant, retail or hotel arrival rates.						

TABLE 1
TRIP GENERATION RATES
Pointe Anaheim

LAND USE	DESCRIPTOR	TRIP ENDS PER DESCRIPTOR ⁽¹⁾				
		DAILY	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Disney Hotel ⁽²⁾	Rooms	5.32	0.19	0.07	0.15	0.19
Amusement Park	Acres	75.76	0.18	0.04	2.41	1.54
Live Theater	Seats	—	n/a	n/a	0.01	0.01
City Walk ⁽³⁾	Per 1,000 SF	15.88	—	—	0.48	0.54

n/a = not applicable

- (1) *Trip Generation, Sixth Edition; Institute of Transportation Engineers (ITE); 1997.*
- (2) *"The Disneyland Resort Traffic Study"; Barton-Aschman Associates, Inc.; November 6, 1992; Exhibit 4-3.*
- (3) Trip generation data were referenced from the Environmental Impact Report (EIR) for the *Universal City Project*, specifically the traffic report dated October 1996.

TABLE 2
TRIP GENERATION
Pointe Anaheim

LAND USE	SIZE	TRIP ENDS				
		DAILY	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Art Galleries	9,750 SF	150	---	---	5	5
Banking	735 SF	10	---	---	NOM	NOM
Children's Apparel	22,398 SF	360	---	---	10	10
Jewelry	7,913 SF	130	---	---	5	5
Men's / Women's Apparel	97,500 SF	1,550	---	---	45	55
Restaurant - Specialty	98,156 SF	1,560	---	---	45	55
Specialty Merchandise	120,000 SF	1,900	---	---	60	65
Specialty Toys	40,000 SF	640	---	---	20	20
Women's Apparel	26,000 SF	410	---	---	10	15
Entertainment (Night Clubs, Museums)	65,000 SF	1,030	---	---	30	35
Subtotal I	487,452 SF	7,740	---	---	230	265
Entertainment (Live Shows)	3,000 Seats (55,250 SF)	600	n/a	n/a	30	30
Ride Attractions	0.057 Acres (2,500 SF)	10	NOM	NOM	NOM	NOM
Themed Attractions	2,000 Seats (100,000 SF)	400	n/a	n/a	20	20
Shopping Services	2,298 SF	All trips for these two uses are internal to the site.				
Transportation Services	2,500 SF					
Subtotal II	162,548 SF	1,010	NOM	NOM	50	50
TOTAL (Subtotal I + II)		8,750	NOM	NOM	280	315
Hotel 1 - Full Service	400 Rooms	2,150	75	30	60	75
Hotel 2 - Resort Hotel	350 Rooms	1,850	65	25	55	65
Hotel 3 - Resort Hotel	300 Rooms	1,600	60	20	45	60
Subtotal III	1,050 Rooms	5,600	200	75	160	200
TOTAL (Subtotal I + II + III)		14,350	200	75	440	515

UNIVERSAL CITY TRIP RATES

Component	Size	PM Peak Hour (In-Out)	
		Vehicle Trips	Trips Per 1000 SF
City Walk RD	318,000 SF	300	0.94
Universal Cinema	125,000 SF (5,505 Seats)	400	3.20 (0.07 per seat)
Universal Amphitheater	99,000 SF (6,251 Seats)	621	6.27 (0.10 per seat)

Source: DEIR Universal City Technical Appendices, Volume 5, Appendix E.

CITYWALK TRIP BREAKDOWN

CityWalk RDE	570 KSF
Less: Cinema	125
Amphitheater	99
Free Stand Rest. (2)	<u>28</u>
	<u>-252</u>
CityWalk RD	318
Office	<u>+177</u>
Total CityWalk	495 KSF

Universal Report generates traffic based on 495 KSF CityWalk which includes office component.

If we take apart CityWalk numbers and use ITE 6th Edition to project office use, at 75% of ITE rate to reflect trip characteristics of CityWalk offices, we get the following:

$$\text{Offices} = 1.121 (177) + 79.295 = 278 \times 0.75 = 209 \text{ PM Peak Hr. Veh Trip}$$

$$\text{Office Trip Rate } \frac{209}{177} = 1.18 \text{ Veh Trip/KSF}$$

$$209 + (318 \times \text{CityWalk RD Trip Rate}) = 509$$

$$\text{CityWalk RD Trip Rate} = \frac{509 - 209}{318} = 0.94 \text{ Veh Trip/KSF}$$



DRAFT
Environmental Impact Report
for the
HOLLYWOOD & HIGHLAND
PROJECT

Prepared for:
Community Redevelopment Agency
of the City of Los Angeles
354 S. Spring Street, Suite 800
Los Angeles, California 90013

Prepared by:
Planning Consultants Research
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401

SCH # 097091061

January 1998



Table 13 (Continued)

**ESTIMATED PROJECT TRIP GENERATION
WEEKDAY P.M. PEAK HOUR**

Land Use	Size	In	Out	Total
<u>Existing Land Uses</u>				
Office	34,027 ksf	14	70	84
Transit Reduction (15%)		(2)	(10)	(13)
Multi-Plex	1,437 seats	101	43	144
Transit Reduction (15%)		(15)	(6)	(22)
Pass-By Reduction (10%)		(9)	(4)	(12)
Net Existing Land Uses Trips		89	92	181
Net Additional Trips		855	525	1,380

Source: Kaku Associates Inc., December 1997.

busses, taxis and other forms of multi-passenger vehicles and provide convenient access to the project and the greater Hollywood Boulevard commercial corridor.

The project proposes to integrate the Hollywood/Highland Metro Rail station portal into the development by designing uninterrupted pedestrian connections between the station, the project entryways and Hollywood Boulevard. Prominent signage, consistent with the overall signage program for the project (see Section III.C.1, Urban Design, of this EIR), will be utilized to increase the visibility of the Metro Rail system. Information kiosks will be located convenient to pedestrian flow points within the project to provide visitors with information on the Metro Rail and bus systems and identify other points of interest and other visitor destinations in Hollywood which are accessible by using the regional rail and bus transit systems. Dissemination of this information will be designed to capitalize on the increased levels of visitor activity in Hollywood to promote usage of regional transit systems. In addition, conveniently located public transit bus stops will be provided along Hollywood Boulevard and Highland Avenue to further encourage the use of transit to access the project.

The second component of the project designed to promote access the project by means other than the automobile is an arrival court to be provided at the western edge of the project site

Table 13

**ESTIMATED PROJECT TRIP GENERATION
WEEKDAY P.M. PEAK HOUR**

Land Use	Size	In	Out	Total
<u>Proposed Project</u>				
Retail	302 ksf	663	663	1,327
Transit Reduction (20%)		(133)	(133)	(265)
Walk-In Reduction (25%)		(133)	(133)	(265)
Pass-By Reduction (20%)		(106)	(106)	(212)
Restaurant	100 ksf	495	244	739
Transit Reduction (20%)		(99)	(49)	(148)
Pass-By Reduction (10%)		(40)	(20)	(59)
Captive Market Reduction (20%)		(79)	(39)	(118)
Broadcast Studio	20 ksf	1	7	9
Transit Reduction (20%)		(0)	(1)	(2)
Pass-By Reduction (10%)		(0)	(1)	(1)
Ballroom	35 ksf	77	65	142
Transit Reduction (5%)		(4)	(3)	(7)
Pass-By Reduction (10%)		(7)	(6)	(14)
Captive Market Reduction (30%)		(22)	(19)	(41)
Live Entertainment	60 ksf	52	3	55
Transit Reduction (5%)		(3)	(0)	(3)
Pass-By Reduction (10%)		(5)	(0)	(5)
Captive Market Reduction (10%)		(5)	(0)	(5)
Live Theater	3,300 seats	231	99	330
Transit Reduction (10%)		(23)	(10)	(33)
Pass-By Reduction (10%)		(21)	(9)	(30)
Captive Market Reduction (35%)		(73)	(31)	(104)
Multi-Plex	4,000 seats	280	120	400
Transit Reduction (15%)		(42)	(18)	(60)
Pass-By Reduction (10%)		(24)	(10)	(34)
Captive Market Reduction (35%)		(83)	(36)	(119)
Hotel	171 rooms	70	60	130
Tour Bus/Transit Reduction (35%)		(25)	(21)	(45)
Net Proposed Project Trips		944	617	1,562

APPENDIX 2

Traffic Volumes & Level of Service Calculations



2020 NORTH TUSTIN AVENUE • SANTA ANA, CALIFORNIA 92705-7827 • TELEPHONE (714) 667-0436
FAX (714) 667-7952

MEMORANDUM

TO: Michael Meyer (Meyer, Mohaddes Associates, Inc.)

CC: Joan Kelly (BonTerra Consultants)
John Lower (City of Anaheim)

FROM: Kendall Elmer

DATE: October 21, 1998

SUBJECT: **POINTE ANAHEIM TRAFFIC MODEL ASSUMPTIONS FOR THE
DISNEYLAND RESORT**

As you requested earlier this week, I am providing this memo to briefly describe the Disneyland Resort development and parking access assumptions contained in the Anaheim Traffic Analysis Model (ATAM) runs which we recently prepared for use in the analysis of the proposed Pointe Anaheim project. The 2010 forecasts which we provided are based on the ATAM 2010 version that was utilized in the Anaheim Resort Specific Plan Circulation Study. As documented in that Circulation Study report, the 2010 forecasts assume completion of the Disneyland Resort (Westcot) expansion which, when completed, was assumed to include 7,825 thousand square feet of theme park/administration and retail/restaurant development as well as 8,015 resort hotel rooms. Also assumed in the Anaheim Resort Study were the two planned parking structures, the west structure adjacent to West Street, and the east structure at Clementine Street/Freedman Way, as well as the south surface (employee) parking area south of Katella Avenue near Clementine Street.

For the 2010 modeling that was carried out for the Pointe Anaheim project, two adjustments were made to the Anaheim Resort Specific Plan ATAM database. The first was the inclusion of the Disneyland Resort surface parking area planned west of Harbor Boulevard at Freedman Way (as described in the July 1996 Addendum to the Disneyland Resort Final EIR) and the second was the incorporation of the proposed land use and site access plan associated with the Pointe Anaheim project.

12. Harbor & Ball

2010 Base Case (Existing Anaheim Resort Plan)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	340	.10*	1020	.30*
NBT	3	5100	550	.11	1330	.26
NBR	1	1700	670	.39	590	.35
SBL	2	3400	120	.04	200	.06
SBT	2.5	6800	690	{.14}*	900	{.20}*
SBR	1.5		360	{.06}	630	
EBL	2	3400	230	.07	440	.13*
EBT	3	5100	1360	.27*	1150	.23
EBR	f		450		190	
WBL	2	3400	190	.06*	180	.05
WBT	4	6800	840	.13	2360	.35*
WBR	0	0	60		40	
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.03

2010 Base Case plus Pointe Anaheim						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	340	.10*	1030	.30*
NBT	3	5100	540	.11	1340	.26
NBR	1	1700	670	.39	600	.35
SBL	2	3400	120	.04	200	.06
SBT	2.5	6800	680	{.13}*	920	{.20}*
SBR	1.5		360	{.06}	630	
EBL	2	3400	230	.07	440	.13*
EBT	3	5100	1360	.27*	1150	.23
EBR	f		450		200	
WBL	2	3400	190	.06*	190	.06
WBT	4	6800	840	.13	2360	.35*
WBR	0	0	60		40	
Right Turn Adjustment			NBR	.16*		
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 1.03

13. Harbor & I-5 NB Ramps

2010 Base Case (Existing Anaheim Resort Plan)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1070	.21	1940	.38*
NBR	f		430		1300	
SBL	1	1700	10	.01	20	.01*
SBT	3	5100	1260	.25*	1190	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		30	.02*	10	.01*
WBT	0	5100	0		0	
WBR	1.5		540	.16	970	.29
Right Turn Adjustment			WBR	.11*	WBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .72

2010 Base Case plus Pointe Anaheim						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1060	.21	1970	.39*
NBR	f		380		1460	
SBL	1	1700	10	.01	20	.01*
SBT	3	5100	1270	.25*	1230	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		30	.02*	10	.01*
WBT	0	5100	0		0	
WBR	1.5		540	.16	970	.29
Right Turn Adjustment			WBR	.11*	WBR	.27*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .43 .73

14. Harbor & I-5 SB Ramps

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01*	100	.06
NBT	3	5100	810	.16	2710	.53*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	940	.18*	890	.17
SBR	f		350		310	
EBL	1	1700	710	.42*	400	.24*
EBT	0	0	0		0	
EBR	f		930		740	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .82

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	20	.01*	100	.06
NBT	3	5100	750	.15	2900	.57*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	930	.18*	930	.18
SBR	f		350		310	
EBL	1	1700	710	.42*	400	.24*
EBT	0	0	0		0	
EBR	f		910		870	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .86

15. Harbor & Freedom Disney

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	20	.01*	110	.03
NBT	3	5100	660	.15	2000	.43*
NBR	0	0	120		210	
SBL	2	3400	200	.06	430	.13*
SBT	3	5100	1270	.25*	1340	.28
SBR	0	0	10		90	
EBL	1	1700	10	.01	100	.06*
EBT	3	5100	10	.00*	300	.06
EBR	1	1700	10	.01	140	.08
WBL	1	1700	160	.09*	90	.05
WBT	3	5100	50	.01	240	.07*
WBR	0	0	40	.02	290	.17
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .74

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	20	.01*	110	.03
NBT	3	5100	610	.14	2150	.46*
NBR	0	0	120		210	
SBL	2	3400	170	.05	600	.18*
SBT	3	5100	1270	.25*	1340	.28
SBR	0	0	10		90	
EBL	1	1700	10	.01	100	.06*
EBT	3	5100	10	.00*	300	.06
EBR	1	1700	10	.01	140	.08
WBL	1	1700	160	.09*	90	.05
WBT	3	5100	50	.01	240	.07*
WBR	0	0	30	.02	330	.19
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .40 .82

17. Harbor & Katella

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	90	.03*	250	.07
NBT	2.5	6800	690	.20	1910	.37*
NBR	1.5		1090	.32	560	.33
SBL	2	3400	20	.01	40	.01*
SBT	3	5100	1270	.25*	1340	.26
SBR	1	1700	10	.01	100	.06
EBL	2	3400	50	.01	80	.02*
EBT	3	5100	1630	.32*	520	.10
EBR	1	1700	340	.20	100	.06
WBL	2	3400	590	.17*	420	.12
WBT	3	5100	220	.04	1930	.38*
WBR	1	1700	10	.01	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .83

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	90	.03*	250	.07
NBT	2.5	6800	680	.20	1990 ⁸⁰	.39*
NBR	1.5		1090	.32	560	.33
SBL	2	3400	20	.01	40	.01*
SBT	3	5100	1270	.25*	1340	.26
SBR	1	1700	10	.01	100	.06
EBL	2	3400	40	.01	120 ⁴⁰	.04*
EBT	3	5100	1630	.32*	520	.10
EBR	1	1700	340	.20	100	.06
WBL	2	3400	580	.17*	470 ⁵⁰	.14
WBT	3	5100	210	.04	1950 ²⁰	.38*
WBR	1	1700	10	.01	20	.01
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .87

Freedman & Disney

21. Glenmont & Freedman

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	50	.03	40	.02
NBT	2	3400	60	.03*	260	.10*
NBR	0	0	50		70	
SBL	1	1700	70	.04*	60	.04*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	10	.01
EBT	3	5100	360	.07*	410	.08*
EBR	1	1700	100	.06	250	.15
WBL	1	1700	100	.06*	270	.16*
WBT	3	5100	200	.06	280	.08
WBR	0	0	110	.06	190	.11
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .25 .43

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02	80	.05
NBT	2	3400	60	.03*	260	.12*
NBR	0	0	40		140	
SBL	1	1700	70	.04*	60	.04*
SBT	1	1700	10	.01	30	.02
SBR	1	1700	10	.01	10	.01
EBL	1	1700	10	.01	10	.01
EBT	3	5100	360	.07*	410	.08*
EBR	1	1700	70	.04	420	.25
WBL	1	1700	60	.04*	550	.32*
WBT	3	5100	200	.06	280	.08
WBR	0	0	110	.06	190	.11
Right Turn Adjustment					EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .23 .68

with dual WB lefts

WBL 2 3400 60 .02 550 .16
TOTAL ICU .21 .52

Freedman

22. Clementine & Katella

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06*	140	.08*
NBT	2	3400	30	.02	30	.02
NBR	0	0	210	.12	180	.11
SBL	1.5		70		230	
SBT	0.5	3400	20	.03*	30	.08*
SBR	1	1700	100	.06	420	.25
EBL	2	3400	180	.05	120	.04*
EBT	3	5100	2940	.58*	1240	.24
EBR	1	1700	330	.19	140	.08
WBL	2	3400	300	.09*	190	.06
WBT	4 3	5800 5100	1180	.23	2380	.49*
WBR	0 1	0 1700	90		130	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .81 28.86

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06*	140	.08*
NBT	2	3400	30	.02	30	.02
NBR	0	0	210	.12	180	.11
SBL	1.5		40		300	
SBT	0.5	3400	20	.02*	30	.10*
SBR	1	1700	100	.06	440	.26
EBL	2	3400	180	.05	120	.04*
EBT	3	5100	2940	.58*	1240	.24
EBR	1	1700	330	.19	140	.08
WBL	2	3400	300	.09*	190	.06
WBT	4 3	5800 5100	1160	.23	2490	.49*
WBR	0 1	0 1700	80		170	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 28.89

25. I-5 SB Ramps & Freedman

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	0	0	0		0	
NBR	1	1700	170	.10	160	.09
SBL	1.5		340	.10*	710	.21*
SBT	1.5	5100	50	.03	90	.05
SBR	f		100		140	
EBL	0	0	0		0	
EBT	3	5100	300	.06*	670	.13*
EBR	0	0	20		10	
WBL	1	1700	10	.01*	140	.08*
WBT	4	6800	360	.05	770	.11
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.09*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .31 .60

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	10	.01	20	.01
NBT	0	0	0		0	
NBR	1	1700	170	.10	150	.09
SBL	1.5		340	.10*	710	.21*
SBT	1.5	5100	50	.03	90	.05
SBR	f		70		300	
EBL	0	0	0		0	
EBT	3	5100	290	.06*	740	.15*
EBR	0	0	20		10	
WBL	1	1700	10	.01*	140	.08*
WBT	4	6800	350	.05	890	.13
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.09*	NBR	.03*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .31 .52

Disney
29. Anaheim/Haster & Freedman

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04	40	.02
NBT	3	5100	1630	.42*	480	.14*
NBR	0	0	520		330	.19
SRI	2	3400	270	.08*	1070	.31*
SBT	3	5100	890	.18	1470	.29
SBR	0	0	30		20	
EBL	2	3400	60	.02*	280	.08*
EBT	4	6800	370	.07	430	.08
EBR	0	0	90		550	.32
WBL	0	0	0		0	
WBT	3	5100	770	.05*	750	.15*
WBR	0	0	0		0	

Clearance Interval .05* .05*

TOTAL CAPACITY UTILIZATION .62 .73

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04	40	.02
NBT	3	5100	1630	.42*	480	.14*
NBR	0	0	520		330	.19
SBL	2	3400	270	.08*	1070	.31*
SBT	3	5100	890	.18	1470	.29
SBR	0	0	30		30	
EBL	2	3400	60	.02*	290	.09*
EBT	4	6800	360	.07	490	.10
EBR	0	0	90		550	.32
WBL	0	0	0		0	
WBT	3	5100	260	.05*	860	.17*
WBR	0	0	0		0	

Clearance Interval .05* .05*

TOTAL CAPACITY UTILIZATION .62 .76

30. Haster & Katella

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	170	.05	370	.11*
NBT	3	5100	1810	.35*	630	.12
NBR	1	1700	300	.18	210	.12
SBL	2	3400	410	.12*	170	.05
SBT	3	5100	580	.11	1480	.29*
SBR	1	1700	110	.06	330	.19
EBL	2	3400	430	.13	270	.08
EBT	4	6800	2420	.35*	1570	.29*
EBR	0	0	150		380	
WBL	2	3400	140	.04*	600	.19*
WBT	3	5100	1270	.25	1790	.35
WBR	1	1700	40	.02	10	.01

Clearance Interval .05* .05*

TOTAL CAPACITY UTILIZATION .94 .93

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	160	.05	410	.12*
NBT	3	5100	1810	.35*	630	.12
NBR	1	1700	300	.18	210	.12
SBL	2	3400	410	.12*	170	.05
SBT	3	5100	580	.11	1480	.29*
SBR	1	1700	110	.06	330	.19
EBL	2	3400	430	.13	270	.08
EBT	4	6800	2400	.37*	1620	.30*
EBR	0	0	140		400	
WBL	2	3400	140	.04*	660	.19*
WBT	3	5100	1250	.25	1900	.37
WBR	1	1700	40	.02	10	.01

Clearance Interval .05* .05*

TOTAL CAPACITY UTILIZATION .93 .95

32. Haster & Orangewood

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	10	.00	210	.06*
NBT	3	5100	1540	.34*	790	.23
NBR	0	0	200		540	.32
SBL	1	1700	160	.09*	190	.11
SBT	3	5100	550	.11	1500	.29*
SBR	1	1700	30	.02	530	.31
EBL	2	3400	270	.08	40	.01*
EBT	2	3400	870	.26*	780	.24
EBR	0	0	30		40	
WBL	2	3400	220	.06*	550	.16
WBT	2	3400	390	.16	1340	.46*
WBR	0	0	140		210	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .88

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	10	.00	210	.06*
NBT	3	5100	1530	.34*	810	.24
NBR	0	0	200		540	.32
SBL	1	1700	160	.09*	200	.12
SBT	3	5100	540	.11	1510	.30*
SBR	1	1700	30	.02	530	.31
EBL	2	3400	270	.08	40	.01*
EBT	2	3400	870	.26*	780	.24
EBR	0	0	30		40	
WBL	2	3400	220	.06*	550	.16
WBT	2	3400	390	.16	1340	.46*
WBR	0	0	140		230	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .80 .88

33. Disney Frederick & Katella

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	.04*	40	.01*
NBT	0	5100	0		0	
NBR	1.5		1420	.42	390	.11
SBL	2	3400	110	.03	100	.03
SBT	2	3400	120	.04*	200	.06*
SBR	1	1700	10	.01	30	.02
EBL	0	0	0		0	
EBT	3	5100	2360	.46*	1180	.23
EBR	1	1700	960	.56	750	.44
WBL	2	3400	210	.06*	370	.11
WBT	3	5100	1410	.28	2650	.52*
WBR	0	0	0		0	
Right Turn Adjustment			Multi	.40*	EBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.05 .66

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		70	.04*	40	.01*
NBT	0	5100	0		0	
NBR	1.5		1420	.42	390	.11
SBL	2	3400	110	.03	100	.03
SBT	2	3400	120	.04*	200	.06*
SBR	1	1700	10	.01	30	.02
EBL	0	0	0		0	
EBT	3	5100	2350	.46*	1200	.24
EBR	1	1700	950	.56	780	.46
WBL	2	3400	210	.06*	370	.11
WBT	3	5100	1390	.27	2760	.54*
WBR	0	0	0		0	
Right Turn Adjustment			Multi	.40*	EBR	.02*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION 1.05 .68

34. I-5 NB Ramps & Katella

2010 Base Case (Existing Anaheim Resort Plan)

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	480	.14	800	.24
NBT	1.5	5100	530	.16*	840	.25*
NBR	1.5		300		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	230	.07	220	.06*
EBT	3	5100	3210	.63*	1270	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	550	.11	1710	.34*
WBR	2	3400	250	.07	1730	.51
Right Turn Adjustment Clearance Interval					WBR	.17*
				.05*		.05*
TOTAL CAPACITY UTILIZATION				.84		.87

2010 Base Case plus Pointe Anaheim

	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	470	.14	870	.26*
NBT	1.5	5100	530	.16*	840	.25
NBR	1.5		300		140	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	230	.07	220	.06*
EBT	3	5100	3200	.63*	1290	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	540	.11	1750	.34*
WBR	2	3400	250	.07	1730	.51
Right Turn Adjustment Clearance Interval					WBR	.16*
				.05*		.05*
TOTAL CAPACITY UTILIZATION				.84		.87

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Disney Clementine/Freedman
2010 PM Peak Hour w/Pointe Anaheim

Impact Analysis Report
Level Of Service

Intersection # 1	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
	C 17.4	0.714	C 17.4	0.714	+ 0.000 D/V

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Disney Clementine/Freedman
2010 PM Peak Hour w/Pointe Anaheim

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.4

Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	3	0	1	1	0

Volume Module:

Base Vol:	80	260	140	60	30	10	10	410	420	550	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	260	140	60	30	10	10	410	420	550	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	260	140	60	30	10	10	410	420	550	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	260	140	60	30	10	10	410	420	550	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.05	1.00
Final Vol.:	80	273	147	60	30	10	10	451	420	550	294	190

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.30	0.70	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2347	1264	1805	1900	1615	1805	5700	1615	1805	3800	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.12	0.03	0.02	0.01	0.01	0.08	0.26	0.30	0.08	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.16	0.16	0.05	0.06	0.06	0.04	0.36	0.36	0.43	0.76	0.76
Volume/Cap:	0.29	0.71	0.71	0.71	0.29	0.11	0.16	0.22	0.71	0.71	0.10	0.16

Level Of Service Module:

Delay/Veh:	24.3	28.5	28.5	46.3	29.7	29.0	30.3	14.2	20.5	17.5	2.1	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	28.5	28.5	46.3	29.7	29.0	30.3	14.2	20.5	17.5	2.1	2.2
Queue:	2	8	4	2	1	0	0	9	11	13	2	1

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Disney ~~Clementine~~/Freedman
2010 PM Peak Hour w/Pointe Anaheim
with Dual Lefts W/B

Impact Analysis Report
Level Of Service

Intersection # 1	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
	C 15.3	0.567	C 15.3	0.567	+ 0.000 D/V

INT1-2.CMD Tue Oct 20, 1998 09:52:48 Page 2-1

Disney ~~Clementine~~/Freedman
2010 PM Peak Hour w/Pointe Anaheim
with Dual Lefts W/B

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.567
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	53	Level Of Service:	C

Approach: Movement:	North Bound			South Bound			East Bound			West Bound						
	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	0	1	1	0	3	0	1	2	0	2	1	0

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Volume Module:

Base Vol:	80	260	140	60	30	10	10	410	420	550	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	260	140	60	30	10	10	410	420	550	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	260	140	60	30	10	10	410	420	550	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	260	140	60	30	10	10	410	420	550	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.10	1.00	1.03	1.05	1.00
Final Vol.:	80	273	147	60	30	10	10	451	420	567	294	190

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.30	0.70	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	2347	1264	1805	1900	1615	1805	5700	1615	3610	3800	1615

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Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.12	0.03	0.02	0.01	0.01	0.08	0.26	0.16	0.08	0.12
Crit Moves:	****			****					****	****		
Green/Cycle:	0.19	0.21	0.21	0.06	0.07	0.07	0.03	0.46	0.46	0.28	0.70	0.70
Volume/Cap:	0.23	0.57	0.57	0.57	0.23	0.09	0.17	0.17	0.57	0.57	0.11	0.17

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Level Of Service Module:

Delay/Veh:	22.0	23.9	23.9	34.6	28.6	28.2	30.5	10.3	13.6	20.6	3.1	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	23.9	23.9	34.6	28.6	28.2	30.5	10.3	13.6	20.6	3.1	3.2
Queue:	2	7	4	2	1	0	0	7	9	14	3	2

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Disney ~~Clementine~~/Freedman
2010 PM Peak Hour w/Alternate Access Plan

Impact Analysis Report
Level Of Service

Intersection # 1	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
	C 15.3	0.388	C 15.3	0.388	+ 0.000 D/V

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Disney ~~Clementine~~/Freedman
2010 PM Peak Hour w/Alternate Access Plan

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	3	1	0	2

Volume Module:

Base Vol:	40	260	70	60	30	10	10	410	170	280	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	260	70	60	30	10	10	410	170	280	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	260	70	60	30	10	10	410	170	280	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	260	70	60	30	10	10	410	170	280	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.05	1.00
Final Vol.:	40	273	74	60	30	10	10	451	170	280	294	190

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2900	786	1805	1900	1615	1805	5700	1615	1805	3800	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.03	0.02	0.01	0.01	0.08	0.11	0.16	0.08	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.24	0.24	0.09	0.14	0.14	0.03	0.27	0.27	0.40	0.64	0.64
Volume/Cap:	0.12	0.39	0.39	0.39	0.12	0.05	0.18	0.29	0.39	0.39	0.12	0.18

Level Of Service Module:

Delay/Veh:	21.6	20.6	20.6	28.8	24.5	24.2	30.7	18.6	19.5	13.9	4.5	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	20.6	20.6	28.8	24.5	24.2	30.7	18.6	19.5	13.9	4.5	4.7
Queue:	1	6	2	2	1	0	0	10	4	6	3	2

INT4.CMD Tue Oct 20, 1998 10:24:57 Page 1-1

Disney Freedman/Pointe Anaheim
2010 PM Peak Hour w/Alternate Access Plan

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
# 1	LOS Veh	C		LOS Veh	C		
	B	6.5	0.327	B	6.5	0.327	+ 0.000 D/V

INT4.CMD Tue Oct 20, 1998 10:24:57 Page 2-1

Disney Freedman/Pointe Anaheim
2010 PM Peak Hour w/Alternate Access Plan

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.327
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	6.5
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

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Volume Module:

Base Vol:	20	0	70	0	0	0	0	864	190	133	349	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	70	0	0	0	0	864	190	133	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	70	0	0	0	0	864	190	133	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	70	0	0	0	0	864	190	133	349	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.00
Final Vol.:	20	0	70	0	0	0	0	950	209	133	384	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.46	0.54	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	4532	997	1805	5700	0

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Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.21	0.21	0.07	0.07	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.64	0.64	0.23	0.87	0.00
Volume/Cap:	0.08	0.00	0.33	0.00	0.00	0.00	0.00	0.33	0.33	0.33	0.08	0.00

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Level Of Service Module:

Delay/Veh:	24.6	0.0	25.7	0.0	0.0	0.0	0.0	5.3	5.3	21.1	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	0.0	25.7	0.0	0.0	0.0	0.0	5.3	5.3	21.1	0.6	0.0
Queue:	0	0	2	0	0	0	0	12	3	3	2	0

INT5.CMD Tue Oct 20, 1998 10:25:10 Page 1-1

Friedman Clementine/Pointe Anaheim
2010 PM Peak Hour w/Pointe Anaheim

Impact Analysis Report
Level Of Service

Intersection # 1	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
	B 11.4	0.579	B 11.4	0.579	+ 0.000 D/V

INT5.CMD Tue Oct 20, 1998 10:25:10 Page 2-1

Friedman Clementine/Pointe Anaheim
2010 PM Peak Hour w/Pointe Anaheim

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0	0

Volume Module:

Base Vol:	133	266	0	0	453	553	294	0	153	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	266	0	0	453	553	294	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	266	0	0	453	553	294	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	266	0	0	453	553	294	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	279	0	0	476	553	294	0	153	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3800	0	0	3800	1615	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.00	0.00	0.13	0.34	0.16	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.13	0.72	0.00	0.00	0.59	0.59	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.58	0.10	0.00	0.00	0.21	0.58	0.58	0.00	0.34	0.00	0.00	0.00

Level Of Service Module:

Delay/Veh:	29.2	2.8	0.0	0.0	6.2	8.9	21.2	0.0	18.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	2.8	0.0	0.0	6.2	8.9	21.2	0.0	18.6	0.0	0.0	0.0
Queue:	4	2	0	0	6	10	7	0	3	0	0	0

INT6.CMD Tue Oct 20, 1998 10:27:33 Page 1-1

Freedman ~~Clementine~~ /Pointe Anaheim
2010 PM Peak Hour w/Alternate Access Plan

Impact Analysis Report
Level Of Service

Intersection # 1	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
B	12.8	0.381	B 12.8	0.381	+ 0.000 D/V

INT6.CMD Tue Oct 20, 1998 10:27:33 Page 2-1

Freedman ~~Clementine~~ /Pointe Anaheim
2010 PM Peak Hour w/Alternate Access Plan

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	1	1	0	0	0	1	0	0

Volume Module:
Base Vol: 133 266 0 0 453 251 274 0 153 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 133 266 0 0 453 251 274 0 153 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 133 266 0 0 453 251 274 0 153 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 133 266 0 0 453 251 274 0 153 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.05 1.00 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 133 279 0 0 476 251 274 0 153 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 1.00 1.00 0.85 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3800 0 0 3800 1615 1805 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.00 0.00 0.13 0.16 0.15 0.00 0.09 0.00 0.00 0.00
Crit Moves: **** ****
Green/Cycle: 0.19 0.60 0.00 0.00 0.41 0.41 0.40 0.00 0.40 0.00 0.00 0.00
Volume/Cap: 0.38 0.12 0.00 0.00 0.31 0.38 0.38 0.00 0.24 0.00 0.00 0.00

Level Of Service Module:
Delay/Veh: 23.0 5.5 0.0 0.0 13.0 13.6 13.9 0.0 12.9 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.0 5.5 0.0 0.0 13.0 13.6 13.9 0.0 12.9 0.0 0.0 0.0
Queue: 3 3 0 0 9 5 5 0 3 0 0 0

INT7.CMD Tue Oct 20, 1998 10:27:45 Page 1-1

Disney ~~Freedman~~/Pointe Anaheim
2010 12-1 AM
with Pointe Anaheim Alternate Access Plan

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change
	Del/	V/	Del/	V/	in
	LOS Veh	C	LOS Veh	C	
# 1	B	13.6 0.466	B	13.6 0.466	+ 0.000 D/V

INT7.CMD Tue Oct 20, 1998 10:27:45 Page 2-1

Disney ~~Freedman~~/Pointe Anaheim
2010 12-1 AM
with Pointe Anaheim Alternate Access Plan

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

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Volume Module:

Base Vol:	449	0	449	0	0	0	0	514	139	105	62	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	0	449	0	0	0	0	514	139	105	62	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	0	449	0	0	0	0	514	139	105	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	0	449	0	0	0	0	514	139	105	62	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.00
Final Vol.:	449	0	449	0	0	0	0	565	153	105	68	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.36	0.64	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	4351	1178	1805	5700	0

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Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.28	0.00	0.00	0.00	0.00	0.13	0.13	0.06	0.01	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.60	0.00	0.60	0.00	0.00	0.00	0.00	0.28	0.28	0.12	0.40	0.00
Volume/Cap:	0.42	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.47	0.47	0.03	0.00

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Level Of Service Module:

Delay/Veh:	7.2	0.0	7.6	0.0	0.0	0.0	0.0	19.5	19.5	27.4	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	0.0	7.6	0.0	0.0	0.0	0.0	19.5	19.5	27.4	11.6	0.0
Queue:	7	0	7	0	0	0	0	13	4	3	1	0

10/20/98
20:37:47

Disney/Freedman w/ Single Left Turn

SIGNAL94/TEAPAC[V1 L1.4] - Evaluation of Intersection Performance

Sq 32 **/**	Phase 1	Phase 2	Phase 3	Phase 4
	^ <+ + +> ***** V + + +	+ * + + * + <+ * +> V ^ + +> + + + +	^ +++++ <++++ ***** V +++++ +++++> ***** V	^ +++++ <++++ ***** V
	G/C= .130 G= 7.8" Y+R= 4.0" OFF= .0%	G/C= .097 G= 5.8" Y+R= 4.0" OFF=19.6%	G/C= .378 G= 22.7" Y+R= 4.0" OFF=36.0%	G/C= .130 G= 7.8" Y+R= 4.0" OFF=80.4%

C= 60 sec G= 44.0 sec = 73.3% Y=16.0 sec = 26.7% Ped= .0 sec = .0%

MVMT TOTALS	N Approach			E Approach			S Approach			W Approach			Int
Param:Units	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
AdjVol: vph	10	30	60	190	280	550	140	260	80	420	410	10	2440
Wid/Ln:ft/#	12/1	12/1	12/1	0/0	36/3	12/1	0/0	24/2	12/1	12/1	36/3	12/1	
g/C Rqd@C:%	2	4	2	0	11	35	0	14	8	31	9	0	
g/C Used: %	11	11	11	0	59	39	0	31	15	34	15	15	
SV @E: vph	172	205	115	0	3100	698	0	1093	257	542	817	115	7114
Svc Lvl:LOS	C+	C+	C		A	C+		B	C+	C+	C+	C+	B
Deg Sat:v/c	.06	.14	.48	.00	.15	.79	.00	.37	.31	.77	.50	.08	.51
Avg Del:s/v	24.3	25.0	32.5	.0	5.6	22.1	.0	16.8	24.7	25.0	24.2	23.3	19.3
Tot Del:min	1	3	8	0	11	51	0	28	8	44	41	1	196
# Stops:veh	2	7	14	0	53	121	0	78	18	94	94	2	483
Max Que:veh	0	1	2	0	6	11	0	9	2	9	12	0	52
Max Que: ft	25	25	45	0	54	281	0	116	58	233	98	25	281

APPR TOTALS	N Approach			E Approach			S Approach			W Approach			Int
Param:Units													Total
AdjVol: vph	100			1020			480			840			2440
Svc Lvl:LOS	C			B			B			C+			B
Deg Sat:v/c	.34			.50			.36			.63			.51
Avg Del:s/v	29.4			14.5			18.1			24.6			19.3
Tot Del:min	12			62			36			86			196
# Stops:veh	23			174			96			190			483
Max Que:veh	3			17			11			21			52

Max Que: ft

45

281

116

233

281

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10/20/98
20:54:34

Disney/Freedman w/ Dual Lefts

SIGNAL94/TEAPAC[V1 L1.4] - Evaluation of Intersection Performance

Sq 32 **/**	Phase 1	Phase 2	Phase 3	Phase 4
	^ <+ + +> ***** v + + +	+ * + + * + <+ * +> v ^ + +> + + + +	^ + + + + <+ + + + ***** v ^ + + + + + + + +> ***** v	^ + + + + <+ + + + ***** v
	G/C= .174 G= 10.4" Y+R= 4.0" OFF= .0%	G/C= .131 G= 7.9" Y+R= 4.0" OFF=24.0%	G/C= .255 G= 15.3" Y+R= 4.0" OFF=43.8%	G/C= .174 G= 10.4" Y+R= 4.0" OFF=76.0%

C= 60 sec G= 44.0 sec = 73.3% Y=16.0 sec = 26.7% Ped= .0 sec = .0%

MVMT TOTALS	N Approach			E Approach			S Approach			W Approach			Int
Param:Units	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
AdjVol: vph	10	30	60	190	280	550	140	260	80	420	410	10	2440
Wid/Ln:ft/#	12/1	12/1	12/1	0/0	36/3	24/2	0/0	24/2	12/1	12/1	36/3	12/1	
g/C Rqd@C:%	2	4	2	0	11	18	0	14	8	31	9	0	
g/C Used: %	15	15	15	0	51	27	0	39	19	43	19	19	
SV @E: vph	231	274	115	0	2687	961	0	1370	337	682	1064	123	7844
Svc Lvl:LOS	C+	C+	C		B+	B		B+	C+	B	C+	C+	B
Deg Sat:v/c	.04	.11	.48	.00	.17	.57	.00	.29	.24	.62	.38	.08	.40
Avg Del:s/v	22.3	22.8	31.7	.0	8.0	20.0	.0	13.1	21.8	16.0	21.6	21.0	16.6
Tot Del:min	1	3	8	0	16	46	0	22	7	28	37	1	169
# Stops:veh	2	6	14	0	63	119	0	69	17	81	90	2	463
Max Que:veh	0	1	2	0	8	13	0	8	2	8	11	0	53
Max Que: ft	25	25	43	0	64	169	0	103	55	202	93	25	202

APPR TOTALS	N Approach			E Approach			S Approach			W Approach			Int
Param:Units													Total
AdjVol: vph	100			1020			480			840			2440
Svc Lvl:LOS	C+			B			B			B			B
Deg Sat:v/c	.33			.39			.28			.50			.40
Avg Del:s/v	28.1			14.5			14.6			18.8			16.6
Tot Del:min	12			62			29			66			169
# Stops:veh	22			182			86			173			463

Max Que:veh	3	21	10	19	53
Max Que: ft	43	169	103	202	202
=====	=====	=====	=====	=====	=====

APPENDIX 3
Signal System Upgrade Mitigation Memorandum

CITY OF LOS
INTERDEPARTMENTAL

Post-It™ brand fax transmittal memo 7671		# of pages > 6	
To	MICHAEL MEYER	From	TOM CARLANZA
Co.		Co.	LADOT
Dept.		Phone #	
Fax #		Fax #	

Date: January 26, 1998

10250 Constellation Blvd.

To: Dan O'Donnell, Commission Hearing Examiner
Department of Planning

From: *Thomas Conner*
Thomas K. Conner, General Manager
Department of Transportation

Subject: DEPARTMENT OF TRANSPORTATION COMMENTS ON THE
REVISED TRAFFIC IMPACT ANALYSIS FOR THE CONSTELLATION
PLACE PROJECT (EIR 96-0151-PP)

The Department of Transportation (DOT) has completed its review of the revised traffic impact analysis for the proposed Constellation Place Project which consists of 930,000 gross square feet of office space located at 10250 Constellation Boulevard. The traffic study, dated January 15, 1998, was prepared by Linscott, Law & Greenspan, in conjunction with National Engineering Technology, and is the most recent revision of the traffic study which was completed on October 21, 1996.

DOT has determined that the revised traffic analysis adequately describes the traffic impacts of the proposed project. The project is expected to negatively impact 40 (35 in the City of Los Angeles) of the 56 study intersections, compared to 43 out of 56 in the original study. The new analysis incorporates an updated related projects list and uses the "significant traffic impact" definition of the recently adopted West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance, which is slightly less stringent than the significance definition used in the original study.

The proposed traffic mitigation plan could fully mitigate 33 of the 35 impacted intersections within the City of Los Angeles. Two of these intersections are dependent upon sharing of the mitigation with the previously approved Fox Studio project. The measures include physical improvements, full implementation of an Adaptive Traffic Control System (ATCS), and a Transportation Demand Management (TDM) Plan. In addition, the project will implement the four remaining public improvements of the Century City North Specific Plan, Phase I.

DISCUSSION

A. Adaptive Traffic Control System

In the revised traffic analysis, the applicant's traffic consultant proposes, as an additional mitigation measure, an enhancement to DOT's ATSAC (Automated Traffic Surveillance and Control) traffic signal system. The developer would fund the full deployment of the new

Adaptive Traffic Control System (ATCS) in seven corridors. The traffic signal system enhancement is described in an attached memorandum by John Fisher of DOT, dated January 23, 1998. Briefly, ATCS is an improvement over the currently in-place ATSAC system because it would provide virtual real-time control of the traffic signals via additional loop detectors, closed-circuit television, and a new generation of traffic control software.

This system enhancement was installed first on Pacific Coast Highway in the Wilmington community, then on Lincoln Boulevard near Marina Del Rey. Measured improvements in the Lincoln Boulevard system include a reduction in stops and delays of 12 to 15%. Computer simulations, based on the delay, stops, arrival and discharge patterns related to the signal timing, indicate that intersection capacity has been improved by up to 3% when traffic surges occur. It was believed that similar or greater improvements could be achieved for streets serving the Century City area. Thus, five intersections in the Century City area were evaluated based on current ATSAC timing parameters versus those generated by ATCS. The Highway Capacity Manual computer model, approved by the U.S. Federal Highway Administration, was then used to develop capacity estimates. The simulation indicated that intersection capacity (all intersection legs considered) would be increased by an average of 7.5%. However, a conservative credit of 3% is recommended.

Another factor of the ATCS is the ability to direct the controlling computer to favor arterial street routes. This provides an opportunity to better implement the neighborhood protection strategy which directs Century City traffic to the Pico/Overland corridor instead of Motor Avenue.

This proposed mitigation measure would implement ATCS along seven corridors (Wilshire, Santa Monica, Olympic, Pico, Overland, Robertson, and La Cienega) at over 70 intersections, 32 of which were noted as impacted (see Attachment B map)...Attachment A shows that 28 of these study intersections with significant traffic impacts would be mitigated solely with the 3% benefit anticipated by ATCS.

In view of the fact that the ATCS system enhancements are new and evaluation has been limited to only arterial type locations, a three-pronged program is recommended by DOT to provide a monitoring program and additional mitigation in the event that the ATCS measure does not achieve the full 3% improvement:

1. The ATCS system components should be installed well before building occupancy (perhaps one year after issuance of the building permit).
2. Before-and-after studies on capacity benefits of the ATCS system should be conducted at the expense of the applicant.

3. If the before-and-after study indicates less than 3% benefit, the applicant would need to implement additional operational improvements, or TDM goals should be increased to assure further reductions in trips. If the TDM plans fails, additional trip fees should be paid to implement additional mitigation measures.

Our comments regarding a TDM Plan (see Section F) are structured along this theme.

B. Santa Monica Boulevard Transit Parkway Project

The analysis in the DEIR did not assume improvements along the Santa Monica Boulevard corridor due to the ongoing study and planning for the Santa Monica Boulevard Transit Parkway Project (SMBTP). There are eight study intersections affected by this project under development by the Los Angeles County Metropolitan Transit Authority (MTA). While the current planning studies assert the SMBTP would be constructed by the year 2001, full funding for the SMBTP project has not been identified and the completion date in the year 2001 may be delayed significantly. As an alternate physical mitigation measure, DOT agrees that the ATCS enhancements may be constructed with immediate benefit to the corridor and without prejudicing the design and development of the remainder of the SMBTP improvements. With the exception of Avenue of the Stars/Santa Monica Boulevard (north intersection) the remaining seven impacts of this project to Santa Monica Boulevard would be mitigated by the installation of the ATCS system.

C. Shared Mitigation Measures

The applicant's revised analysis proposes that the cost of two intersection improvements be "shared" with the Fox expansion project. DOT has no policy which prohibits sharing mitigation measures which have been guaranteed by other development projects. Approval of sharing would include the following two considerations: the mitigation measure must mitigate traffic from both projects, and the measure must be installed before the occupancy of either project.

- At Century Park West and Olympic Boulevard, the approved Fox mitigation requires widening on both sides of Olympic to provide an additional westbound through lane. Mitigation of impacts for this project also requires widening of Olympic Boulevard to provide double eastbound left-turn lanes. This improvement can be done consistent with the Fox mitigation. The widening of Olympic Boulevard at this location is acceptable to DOT as long as it is constructed before Constellation Place is built and occupied.
- At Overland Avenue and Olympic Boulevard, the approved Fox mitigation would widen both sides of Overland to provide wider approaches. However, this mitigation measure

is included in Phase III of Fox's development agreement, which is not likely to be constructed by Fox before Constellation Place is built and occupied. As recently discussed with the developer's traffic consultant, DOT recommends that this mitigation be constructed by the Constellation Place developer, rather than be shared with Fox, to ensure that it be completed before Constellation Place is built and occupied. In addition to the Fox improvement at this location, the Constellation Place mitigation requires the applicant to provide an eastbound right-turn lane by widening the north side of Olympic Boulevard by four feet between Selby Avenue and Pelham Avenue, and the south side by four feet between Selby Avenue and Overland Avenue. This widening is consistent with the WLA TIMP.

D. Other Physical Mitigation Measures

The study also proposes an intersection improvement at Avenue of the Stars and Constellation Boulevard which would widen the north side of Constellation east of Avenue of the Stars to provide a westbound right-turn only lane. Based on a preliminary review, this mitigation appears acceptable to DOT since it should improve the overall efficiency of the intersection.

Another mitigation measure would restripe the westbound approach on Galaxy Way at Avenue of the Stars to eliminate westbound through movements and to provide a left-turn lane and double right-turn lanes. This mitigation is acceptable to DOT as it should improve the overall operation of the intersection and is consistent with Fox Studio's mitigation that would eliminate eastbound and westbound through movements at this intersection.

The following six operational improvements are included in our analysis and are recommended for inclusion in a mitigation package.

1. Beverly Gen Boulevard and Olympic Boulevard: modify traffic signal to provide southbound protective-permissive left-turn
2. Avenue of the Stars and Constellation Boulevard: modify traffic signal to provide eastbound protected-permissive left-turn
3. Avenue of the Stars and Galaxy Way: modify traffic signal to provide east-west split (opposed) phasing for Galaxy Way
4. Century Park West and Olympic Boulevard: provide additional eastbound left-turn lane (also discussed above under Shared Mitigation Measures)
5. Century Park West and Constellation Place: modify traffic signal to provide southbound protected-permissive left-turn

6. Wilshire Boulevard and Beverly Glen Boulevard: modify traffic signal to provide northbound protective-permissive left-turn with an eastbound right-turn lane and phasing

E. Parking

The proposed project would include an 8-level parking structure providing 2,840 parking spaces, which are 980 spaces in excess of the current zoning regulations (791,000 FAR square feet at a ratio of one parking space per 500 square feet yields 1,860 parking spaces). The developer includes this excess parking for two reasons. First, existing levels of ridesharing for this type of building indicate a need of 50% more on-site parking - a ratio of 1.5 per 500 square feet - or 2,790 parking spaces. Second, the developer seeks to replace approximately 595 parking spaces on the existing 800-space lot to be demolished and occupied by this Constellation Place office tower. These replacement spaces are currently leased on a month-to-month basis by the adjacent shopping center (Century City Center Mall) to satisfy its unmet parking needs, although Century City Center Mall required code parking is currently provided on-site. These combined parking needs would total 2,790 plus 595 or 3,385 parking spaces. The total parking demand could be satisfied, in part, by the adjacent parking structure to the south, which is owned by the developer. There are 551 spaces in this structure that are not subject to existing zoning nor covenant requirements. The 3,385 spaces reduced by 551 equals 2,834. The proposed 2,840 parking spaces appears to satisfy project demand.

F. Transportation Demand Management (TDM)

The West Los Angeles Transportation Improvement/Mitigation Program (WLA TIMP) Ordinance (see below) requires efforts to reduce trips through employee incentives for alternative commuting options. The applicant proposes a modest 10% trip reduction program.

The developer requirement to implement a transit center and the existence of a Century City Transportation Management Organization (CCTMO) provide good opportunities for a more aggressive TDM plan. In view of the need to monitor benefits of the ATCS system and because there are still reported unmitigated impacts, a more rigorous TDM plan should be required:

1. The TDM goal should be adjusted beyond 10% if the ATCS "before-and-after" study indicates a need (after consideration of operational improvements) for additional trip reduction to achieve full mitigation.
2. Trip reduction performance should be monitored and noncompliance penalties assessed in conformance with procedures in the WLA TIMP ordinance, tied to the requirements for trip fees.

G. Century City North Specific Plan

This project would make use of all the remaining "trips" embodied under the Phase I component of the Century City North Specific Plan (CCNSP). In our memorandum of January 16, 1998 (attached) we have concluded that four public improvements from the Phase I remain have not been completed. Under DOT's direction, the applicant has met with MTA regarding

the proposed configuration of the transit stop/center. The applicant's site plan incorporates the transit center to the satisfaction of MTA and would satisfy CCNSP requirements #21 and #28.

The remaining two improvements (#6 and #26) relate to Century Park West and Olympic Boulevard. These improvements should be incorporated into the applicant's proposed mitigation improvement described above.

H. WLA TIMP Ordinance

The West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) Ordinance No. 171,492 became effective on March 8, 1997. The project will need to comply with the provisions of the WLA TIMP which includes mitigation of any traffic impacts, payment of a trip fee, recordation of a covenant, and payment of an application fee. A separate memorandum regarding the requirements of the WLA TIMP will be prepared.

I. Reduced Project Alternative

DOT staff evaluated the applicant's proposed mitigation package on a reduced project which was identified in the DEIR. The alternative project was a smaller office building of 623,000 gross square feet (530,000 net square feet) which represented approximately a 29% reduction in trip generation. The DOT conclusions are summarized in Attachment F. The smaller project would result in one less significant impact after mitigation. The intersection of Beverly Glen/Olympic Boulevard would remain unmitigated.

CONCLUSION

The revised traffic study indicates that 38 of the 40 significantly impacted study intersections would be mitigated with the proposed mitigation package. DOT recommends approval of the ATCS system which alone is anticipated to fully mitigate 28 study intersections. DOT also recommends the ATCS improvement in the Santa Monica Boulevard corridor as an interim measure in anticipation of the Santa Monica Boulevard Transit Parkway project.

ADR:hrz/nfcmpt

Attachments

c: Rochelle Ventura, Council District No. 5
Charles Rausch, Department of Planning
Clare Look-Jaeger, Linscott, Law & Greenspan
John Fisher, DOT

APPENDIX C
AIR QUALITY REPORT

POINTE *ANAHEIM AIR QUALITY

ENVIRONMENTAL SETTING

California is divided by the California Air Resources Board (CARB) into air basins which share similar meteorological and topographical features. Pointe*Anaheim is in the South Coast Air Basin (SCAB), a 6,600 square mile area comprised of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin's climate and topography are highly conducive to the formation and transport of air pollution. Characteristics of both were fully discussed in the environmental impact reports for the Disneyland Resort Specific Plan (EIR 311).

The following information on the air quality setting for the Pointe*Anaheim project located in the area covered by the Environmental Impact Report cited above includes only air quality conditions and regulatory actions which have occurred since that document was last updated.

Air Quality

In the 1960's and early 1970's, the highest ozone readings in the SCAB were in downtown Los Angeles and the West San Gabriel Valley. However, as emissions have decreased as a result of tighter emission controls on motor vehicles and stationary sources, peak concentrations have moved further east. In the 1980's and 1990's, peak concentrations have occurred at the base of the mountains around Azusa and Glendora and at Crestline in the mountain area above the city of San Bernardino. Both peak ozone concentrations and the number of exceedances have decreased everywhere in the SCAB throughout the 1990's. Concentrations in Orange County have declined, despite the population growth that has continued during this period. Carbon monoxide concentrations have also dropped significantly throughout the air basin as a result of strict new emission controls and reformulated gasoline sold in winter months.

Regulatory Requirements

Regionally, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) prepare the Air Quality Management Plan (AQMP), which contains measures to meet state and federal requirements. When approved by CARB and the federal EPA, the AQMP becomes part of the State Implementation Plan (SIP).

Federal

The SCAB, the nation's only "extreme" O₃ non-attainment area, has until 2010 to achieve the national 1-hour ozone standard. Deadlines for CO and PM₁₀ attainment in the SCAB are 2000 and 2005, respectively. The national NO₂ standard was regularly exceeded in Los Angeles County until 1992, and the SCAB remains the only area in the nation still designated an NO₂ non-attainment area. However, the standard has not been exceeded since 1992 and the SCAQMD has requested federal redesignation as an NO₂ attainment area.

In July, 1997, the EPA promulgated stricter standards for ozone and fine particulates (PM_{2.5}), with up to 15 years allowed for attaining the PM_{2.5} standard. Attainment of the new 8-hour ozone standard is not required until after the 1-hour standard is achieved. The PM₁₀ standard was not changed. Until there has been sufficient monitoring for the EPA to designate the attainment status for each region, the PM₁₀ standard will remain the particulate standard of reference.

State

California standards are generally stricter than national standards, but have no penalty for non-attainment. California and national ambient air standards are shown on Table 1.

Regional

Nonattainment areas were required by the federal Clean Air Act to adopt plans in 1989 to meet federal standards and by the California Clean Air Act to adopt plans in 1991 to meet state standards. The SCAQMD revised these attainment plans in 1994 and 1997. The SCAQMD and SCAG formulate and implement the regional AQMP. Designated portions of an AQMP prepared or revised to comply with the national ambient air standards are submitted to CARB for incorporation in the SIP.

The 1994 AQMP relied on future technology to project attainment of the national ozone standard by 2010. This plan was approved by the EPA in 1996 as part of the SIP. In November, 1996, the SCAQMD adopted the 1997 AQMP, which contained strategies to attain the national PM₁₀ standards. The 1997 AQMP also revised the 1994 ozone attainment strategy by finding that the region could attain both ozone and PM₁₀ national standards with fewer emission reductions than previously projected. However, EPA has not approved the revised plan and the 1994 plan is the federally enforceable plan for the region.

TABLE 1
AMBIENT AIR QUALITY STANDARDS

Air Pollutant	State	National	
	Standard	Primary	Secondary
Ozone (O ₃)	>0.09 ppm, 1-hr avg.	>0.12 ppm, 1-hr avg.	>0.12 ppm, 1-hr avg.
Carbon Monoxide (CO)	>9.0 ppm, 8-hr. avg. >20 ppm, 1-hr. avg.	≥9.5 ppm, 8-hr. avg. >35 ppm, 1-hr. avg.	≥9.5 ppm, 8-hr. avg. >35 ppm, 1-hr. avg.
Nitrogen Dioxide (NO ₂)	>0.25 ppm, 1-hr. avg.	>0.0534 ppm, annual avg.	>0.0534 ppm, annual avg.
Sulfur Dioxide (SO ₂)	>.25 ppm 1-hr >0.04 ppm, 24-hr avg.	>0.03 ppm, annual avg. >0.14 ppm, 24-hr. avg.	>0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM ₁₀)	>50 µg/m ³ , 24-hr. avg. >30 µg/m ³ AGM	>150 µg/m ³ , 24-hr avg. >50 µg/m ³ AAM	>150 µg/m ³ , 24-hr avg.; >50 µg/m ³ AAM
Sulfates (SO ₄)	>25 µg/m ³ , 24-hr avg.		
Lead (Pb)	>1.5 µg/m ³ , monthly avg.	>1.5 µg/m ³ , calendar quarter	>1.5 µg/m ³
Hydrogen Sulfide (H ₂ S)	>0.03 ppm, 1-hr avg.		
Vinyl Chloride	>0.010 ppm, 24-hr avg.		
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation		
Note: ppm = parts per million by volume > = greater than ≥ = greater than or equal to µg/m³ = micrograms per cubic meter AAM = annual arithmetic mean AGM = annual geometric mean Source: SCAQMD 1997 Air Quality Data			

Contaminant levels in air samples are compared to national and state air quality standards shown in Table 1 to determine air quality.

Existing Air Quality

Regional

The SCAQMD samples ambient air at monitoring stations throughout the SCAB. Locations of all stations in the SCAB are shown in Figure 1. Anaheim is in the Central Coastal Receptor Area of Orange County. The air monitoring station for this source receptor area is located in Anaheim.

O₃, a colorless toxic gas, irritates the lungs and damages materials and vegetation. NO₂, a secondary contaminant formed through a reaction between nitric oxide (NO) and atmospheric oxygen, irritates the lungs at high concentrations and contributes to ozone formation. PM10 causes a greater health risk than larger-sized particles, since these fine particles can be inhaled more easily and irritate the lungs by themselves and in combination with gases. CO interferes with the transfer of oxygen to the brain.

Local

The SCAQMD air monitoring station at Anaheim monitors ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulates.. The SCAB is an attainment area for the national sulfur dioxide standard. The most five years of data at the Anaheim station for the four pollutants for which the SCAB is designated a nonattainment area for the national ambient air standards are presented in Table 2.

Summary

The 1997 smog season in the South Coast Air Basin was the best recorded to that date for both peak ozone concentrations and the number of exceedances. This improvement continues a ten year trend throughout the SCAB, which is also reflected locally. As shown in Table 2, there have been no exceedances of either carbon monoxide standard in the past five years at the Anaheim monitoring station and exceedances of the state ozone standard decreased from 23 in 1993 to 1 in 1997.

SIGNIFICANCE CRITERIA

A project's air quality impacts can be separated into short-term construction impacts and long-term operational impacts. Both types of impacts may occur on a local or regional scale. Determination of significant impact is the responsibility of the lead agency, which is the City of Anaheim. Section 15064 (i) of the State CEQA Guidelines has been revised (effective August 24, 1998) to direct lead agencies to rely on standards of significance adopted after rigorous public review by agencies with authority over specific environmental areas. For air quality, the City relies on significance thresholds recommended after public review by the SCAQMD in its 1993 CEQA Air Quality Handbook. Construction and operational emissions are considered by the SCAQMD to be significant if they exceed the thresholds shown in Table 3.

TABLE 2
SUMMARY OF AIR QUALITY DATA^a
CENTRAL ORANGE COUNTY SOURCE/RECEPTOR AREA

Pollutant Standards	1993	1994	1995	1996	1997
Ozone (O ₃)					
State standard (1-hr. avg. >0.09 ppm)					
National standard (1-hr avg. >0.12 ppm)					
Maximum concentration	.17	.21	.13	.13	.10
Number of days state standard exceeded	23	24	19	9	1
Number of days national standard exceeded	3	5	2	1	0
Carbon Monoxide (CO) ^c					
State standard (1-hr. avg. >20 ppm)					
National standard (1-hr avg. >35 ppm)					
State standard (8-hr. avg. ≥9.1 ppm)					
National standard (8-hr avg. ≥9.5 ppm)					
Maximum concentration 1-hr period	15	12	10	9	8
Maximum concentration 8-hr period	7.7	8.6	8	7.5	5.8
Number of days state/nat'l 1-hr standard exceeded	0	0	0	0	0
Number of days state/nat'l 8-hr standard exceeded	0	0	0	0	0
Nitrogen Dioxide (NO ₂)					
State standard (1-hr avg. >0.25 ppm)					
National standard (0.0534 AAM in ppm)					
Annual arithmetic mean	.0354	.0380	.0371	.0319	.0322
Percent national standard exceeded	0	0	0	0	0
Maximum 1-hr concentration	.20	.19	.18	.15	.13
Number of days state 1-hr standard exceeded	0	0	0	0	0
Suspended Particulates (PM ₁₀)					
State standard (24-hr. avg. >50 µg/m ³)					
National standard (24-hr avg. >150 µg/m ³)					
Maximum 24-hr concentration	92	106	172	101	91
Percent samples exceeding state standard	21.3	18	23.3	10	18.3
Percent samples exceeding national standard	0	0	1.7	0	0
AM = Annual Arithmetic Mean ppm = parts per million µg/m ³ = micrograms per cubic meter ^a Pollutants shown are those for which the SCAB is designated a federal nonattainment area Source: SCAQMD Air Quality Data--1993 through 1997					

TABLE 3
EMISSION THRESHOLDS OF SIGNIFICANCE¹

Pollutant	Construction		Operations pounds/day
	pounds/day	tons/quarter	
Carbon Monoxide (CO)	550	24.75	550
Sulfur Oxides (SO _x)	150	6.75	150
Nitrogen Oxides (NO _x)	100	2.5	55
Particulate Matter (PM10)	150	6.75	150
Reactive Organic Compounds (ROC)	75	2.5	55
Source: South Coast Air Quality Handbook, 1993 ¹ Toxic emissions are considered significant if they expose sensitive receptors to a cancer risk of 1 in 1 million or 10 in 1 million if best available control technology for toxics (T-BACT) is employed.			

In addition to the above thresholds, the SCAQMD considers any increase in emissions which exceeds the state CEQA Guideline parameters listed previously. An increase in carbon monoxide concentrations in an area that already exceeds national or state CO standards is also considered significant if the increase exceeds one part per million (ppm) for a 1-hour average or 0.45 ppm for an 8-hour average.

ENVIRONMENTAL IMPACTS

Air quality impacts of a project fall into four major categories:

- (1) *Construction Impacts*--airborne dust from grading, demolition and dirt hauling and gaseous emissions from heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings.
- (2) *Operational Regional Impacts*--primarily gaseous emissions from natural gas usage, vehicles traveling to and from a project site, and stationary equipment which occur over a wide area. Emissions associated with off-site electricity generation are also included in this impact category, but these facilities are subject to caps on NO₂ emissions imposed by SCAQMD Regulation XX. Therefore, total emissions from this source may overstate emissions from electricity usage.
- (3) *Operational Local Impacts*--increases in pollutant concentrations, primarily carbon monoxide, in the immediate vicinity of a project.

- (4) *Cumulative Impacts*--air quality changes resulting from the incremental impact of the project when added to other projects in the vicinity. Cumulative impacts are considered in calculating local impacts.

Construction Impacts

The SCAQMD CEQA Handbook estimates that each acre of disturbed soil creates 26.4 pounds/day of PM₁₀. Soil may be left disturbed during excavation of a building's footprint; grading for landscaping, roads and walkways; or for storing project-related equipment. On a worst case day, the entire site may be exposed and untreated for emission control. The greatest peak day emissions would occur during this phase. The specific site of this project, which was then planned for the East Parking Garage, was presented in The Disneyland Resort EIR as representing the peak two month period for construction emissions for Phase One. The EIR did not break out emissions by phase or location. Instead, the EIR assumed the peak construction day for the entire project would occur in Phase Two in the fourth quarter of 1997. Peak grading emissions, however, were assumed in the EIR to have occurred in the first quarter of 1995.

Emissions associated with construction on the East Parking Area site were reviewed in selecting the peak construction day and were less than the emissions presented in The Disneyland Resort EIR.. Emissions associated with the site included those from grading, demolition, export of soil and debris, truck and heavy equipment usage, and employee travel. The same activities will occur on the site during the grading and demolition phase for the Pointe*Anaheim project as for the East Parking Lot component of the Disneyland Resort. However, emissions at the site from these activities are lower in 1999 than they were assumed to be in 1993 because of the following:

- The previous EIR analysis was for a site totalling 30 acres. The Pointe *Anaheim site totals 28.4 acres. Therefore, total grading emissions are lower. In addition, the PM₁₀ estimates in the Disneyland Resort EIR were based on total suspended particulates (TSP), with 64% of total TSP emissions assumed as PM₁₀. This percentage overestimates potential PM₁₀ emissions. In July, 1998, the California Air Resources Board issued a proposed update to its Particulate Matter (PM) Chemical Speciation and Size Fraction Data which reduced the percentage of PM₁₀ in TSP released from construction activities from 64% to 49%.
- Emissions associated with employee travel are lower because of new controls adopted by the California Air Resources Board and fleet turnover to new, better controlled cars which have occurred since 1993.

Summary of Construction Impacts

Peak day construction emissions from the project site were considered in determining the overall peak day for Disneyland Resort construction. The Pointe*Anaheim site is smaller than the East Parking Area site and will therefore result in fewer emissions from grading. PM_{10} emissions from grading and demolition will be less than assumed in the Disneyland Resort EIR because the emission factor used in that analysis has now been determined by the California Air Resources Board to overstate construction-related emissions of PM_{10} and because vehicular emissions are lower than they were in 1993.

Operational Impacts

Regional

Emissions will result principally from travel to and from the development sites, with some emissions attributed to natural gas usage and electricity consumption. Based on a study by Hamilton, Rabinovitz and Alshuler that determined local guests to The Disneyland Resort would not represent new trips but would substitute for other recreational trips within the South Coast Air Basin, the regional emission estimates in the EIR did not include local trips to the resort by residents in the calculations of emissions. In addition, The Disneyland Resort EIR assumed that hotel guests at the destination resort would not take the usual number of trips associated with hotel use but instead would leave their cars in the parking lot and visit other attractions in the immediate vicinity during their stays, either on foot or by shuttle or other local transportation. Therefore, emission estimates for visitors were based on vehicle trips to and from the resort, including taxi and bus trips from airports serving the facility. The EIR assumed that the entire project would be advertised as a destination resort, therefore encouraging achievement of the reduced trip assumptions.

In a separate study for the EIR for the adjacent Anaheim Resort Specific Plan area Austin-Foust Associates Inc. confirmed that the same assumptions used for the Disneyland Resort area were applicable to the Anaheim Resort Specific Plan area since the facilities would serve and support both Disneyland and Convention Center guests. Therefore, the same assumptions used in The Disneyland Resort EIR regarding trips were used to assess potential air quality impacts and to insure consistency in analyzing impacts throughout the resort area.

The analysis for Pointe*Anaheim used the assumptions relative to visitor use at the retail and entertainment centers to compare regional emissions from the proposed project to those that would occur on the site as presently permitted. The Disneyland Resort EIR considered hotel uses for a portion of the East Parking Area site, but did not calculate air emissions from these hotels separately from the total project. Only new visitor trips to the resort by persons living outside the air basin were included in the EIR's calculations of regional emissions and trip emissions by type of land use were not broken out. Visitor trips were assumed to average

40 miles in length, based on estimates of existing Disneyland visitors means of arrival and point of origin. Employee trips were estimated on the basis of surveys of existing Disneyland employee travel distances and vehicle occupancy rates. No other trips to hotels by residents of the region or by non-residents to other destinations in the region were included in the EIR's regional air quality analysis.

Because neither the hotels permitted for this site nor the Pointe *Anaheim project are within the control of Disneyland management, different assumptions were used in this analysis to develop trip lengths for employees and hotel guests and to determine the number of trips. The number of employee and visitor trips for both the permitted hotels and the Pointe*Anaheim land uses were estimated by Meyer Mohaddes and Associates. Trip lengths were estimated based on average home-to-work trip lengths in Orange County in the year 2010 contained in the SCAQMD 1993 CEQA Air Quality Handbook. Hotel visitor trips were assumed to average 20 miles in length, and included both visitors from out of the region and regional visitors using the hotel for meetings and special events. The average daily speed of 25 miles per hour assumed for Orange County in 2010 in the SCAQMD 1993 CEQA Air Quality Handbook was used. Local visitor trips are included in the totals for both the permitted and Pointe Anaheim hotels. All trips were assumed at 1.0 AVR. Visitor trips for movies, restaurants and other uses proposed for the site are excluded from the emissions analysis, consistent with previous analyses for The Disneyland Resort Specific Plan EIR and the Anaheim Resort Specific Plan EIR that these sites would either serve visitors staying in nearby hotels or would substitute for other trips by residents of the air basin that were already accounted for in regional air quality management plans..

All emissions were calculated for the year 2010, using CARB's current emission factors, MVEI7G. Emissions were previously estimated for the year 2000, using EMFAC7EP, which results in higher emissions in future years, given the same assumptions, than are shown in Table 4. Calculations are contained in the Appendix to this report.

Conclusion

Emissions of carbon monoxide, reactive organic compounds, and nitrogen oxides will add significantly to regional totals for both the permitted uses and Pointe*Anaheim, but regional emissions from the Pointe*Anaheim project will be lower than emissions from the hotel rooms presently permitted for the site. Studies undertaken for the EIR's for The Disneyland Resort and the Anaheim Resort Area support the conclusion that new regional air emissions would be generated by visitors from outside the air basin and by additional employees, but that trips to the resort area by existing residents of the region would only substitute for recreational and shopping trips to other destinations. Therefore, these trips would add no new air emissions not previously accounted for by regional air quality plans.

TABLE 4
TOTAL OPERATIONAL EMISSIONS
BY ALTERNATIVE AND POLLUTANT SOURCE CATEGORY
(in pounds per day)

Source Category	Pollutant									
	CO		ROC		NO _x		SO _x		PM ₁₀	
	P	PA	P	PA	P	PA	P	PA	P	PA
Motor Vehicles ¹	1232	969	103	83	105	60	--	--	7	6
Natural Gas	6	5	2	1	35	31	--	--	--	--
Electricity	10	15	1	1	58	86	--	9	--	3
TOTAL EMISSIONS	1248	989	106	85	198	177	0	9	7	9
SCAQMD SIGNIFICANCE THRESHOLDS	550		55		55		150		150	
Significant?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No
P Permitted, based on current entitlements for the site PA Pointe*Anaheim project ¹ Based on trip estimates developed by Meyer, Mohaddes Associates, Inc. as follows: hotels assumed at one employee per room in peak season generating 1.19 trips per employee (source: The Disneyland Resort EIR); employees at Retail/Dining/Entertainment (RDE) assumed to generate 20.5% of total RDE trips (source: The Disneyland Resort EIR)										

Local Operational Impacts

Unlike ozone and nitrogen dioxide, which form in the atmosphere, the highest CO concentrations occur in a localized area near an emissions source. CO concentrations are reduced downwind of a source through atmospheric dispersion and the effects are reduced substantially with each additional 100 feet from the emission source. While trips by persons residing elsewhere in the air basin who come to Pointe* Anaheim are substitutes for trips to other destinations and add no new regional emissions, they do contribute to potential local carbon monoxide hotspot formation. Therefore, all trips are accounted for in assessing potential carbon monoxide concentrations.

Carbon monoxide impacts were assessed with CARB's CALINE4 Air Quality Model, utilizing EMFAC7G wintertime emission factors, which are the most current CARB emission factors approved for use in this model. Three previously analyzed intersections which are impacted by the project and/or experience heavy

volumes of baseline traffic were selected on the basis of Meyer Mohaddes' traffic study. The Caline analyses for one-hour and eight-hour carbon monoxide concentrations were based upon the following assumptions:

- Eight-hour averages are extrapolated using techniques outlined in the California Department of Transportation Air Quality Technical Analysis Notes at .70 of the 1-hour modeled concentrations.
- Concentrations are given in parts per million (ppm) at each receptor location.
- A temperature of 50° F was selected. This is the wintertime temperature used for the midnight traffic analysis in The Disneyland Resort EIR. It results in higher CO concentrations than the summertime temperatures used in the Disneyland Resort EIR to coincide with the heaviest traffic periods.
- Receptor points were set at 8 meters from the curb.

Local CO impacts were assessed consistent with the methodology used in The Disneyland Resort EIR where background concentrations were not added to modeled concentrations because the Anaheim Monitoring station is located in such close proximity to Disneyland that it reflects monitored and projected baseline conditions in 1991 and in 2010. This analysis estimates future baseline conditions without the project in 2010, including cumulative traffic from the Disneyland expansion and other new or modified projects in the Anaheim Resort Area. Future conditions with Pointe*Anaheim in 2010 for the PM hour, which is the period of heaviest project-related traffic, are shown in Tables 5 and 6.

TABLE 5
PEAK 1-HOUR PM CO CONCENTRATIONS¹
(in ppm)

	1991	2010			
Intersection	Monitored Concentration ^a	Projected Monitored Concentration ^a	No Project	Project	Increase with Project
Harbor/Ball	21	5.7	2.2	2.3	0.1
Harbor/Katella	21	5.7	1.9	1.9	0.0
Freedman/Katella	21	5.7	2.0	2.0	0.0
^a Source: The Disneyland Resort DEIR, 1993. Tables 3.4-8, 3.4-9, 3.4-12, and 3.4-13. Shown as "Ambient Concentration."					

TABLE 6
PEAK 8-HOUR PM CO CONCENTRATIONS¹
(in ppm)

	1991	2010			
Intersection	Monitored Concentration ^a	Projected Concentration ^a	No Project	Project	Increase with Project
Harbor/Ball	8.6	4.0	1.54	1.61	0.07
Harbor/Katella	8.6	4.0	1.33	1.33	0.00
Freedman/Katella	8.6	4.0	1.40	1.40	0.00
Source: The Disneyland Resort DEIR Tables 3.4-10, 3.4-11, 3.4-14, and 3.4-15. Shown as "Ambient Concentration"					

Conclusion

The results show that all intersections will be well below state and national 1-hour and 8-hour carbon monoxide standards in 2010. They would all be substantially below the state one-hour standard of 20 ppm and the eight-hour standard of 9.0 ppm even if the projected background concentration had been added to the modeled concentration. The project will have no significant impact on local air quality.

CONSISTENCY WITH REGIONAL AIR QUALITY PLANS

The job/housing balance conformity demonstration required by the Southern California Association of Governments (SCAG) for The Disneyland Resort EIR is no longer required because the job/housing balance control measure was deleted from the 1994 Air Quality Management Plan, which is now the State Implementation Plan for the region. SCAG has determined that all projects that are within the overall growth forecasts for the subregion in which they are located through the year 2015 are consistent with the growth forecasts incorporated in the 1994 and 1997 AQMPs and are therefore consistent with the AQMP, even when the underlying zoning may not be consistent with local general plans. All regional air quality impacts are considered by SCAG to be mitigated by the AQMP. The project is in the Orange County subregion and is consistent with employment growth forecasts for Orange County.

MITIGATION MEASURES

Construction Mitigation Measures

1. All construction contractors shall comply with SCAQMD regulations, including Rule 402 which specifies that no there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Rule 403 was amended by the SCAQMD after preparation of The Disneyland Resort EIR. Specific measures contained in the rule to reduce fugitive dust include the following:
 - a. Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.
 - b. Apply chemical stabilizers to disturbed surface areas (completed grading areas) with five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.
 - c. For open storage piles, apply water hourly or cover with temporary coverings.
 - d. Water exposed surfaces at least twice a day under calm conditions and as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.
 - e. Wash mud-covered tires and under-carriages of trucks leaving construction sites.
 - f. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.
 - f. Securely cover loads of dirt with a tight fitting tarp on any truck leaving the construction sites to dispose of excavated soil.
 - g. Cease grading during periods when winds exceed 25 miles per hour.

In addition, the applicant will comply with applicable air quality measures contained in the Mitigation Monitoring Plan approved with The Disneyland Resort EIR. These are:

- 3.4-2 Prior to issuance of each building permit, the property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department.
- 3.4-3 Ongoing during project operation, the property owner/developer shall implement the following measures to reduce emissions:
- a. To the extent practicable, schedule goods movements for off-peak traffic hours.
 - b. Use clean fuel for attraction rides and other uses, as practicable
- 3.4-5 Prior to issuance of each building permit, the property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications.

Project Design Features:

- 3.4-6. Prior to issuance of each building permit, the project design will incorporate the following energy-saving features which will also contribute to reduced emissions:
- a. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors.
 - b. Efficient heating and other appliances.
 - c. Incorporation of appropriate passive solar design.
 - d. Proper sealing of buildings.

Additional mitigation measures include:

- 3.4-7. Ongoing during project operation, the property owner/developer shall participate in marketing programs which promote the Anaheim Resort area as a mini-vacation site to encourage use of facilities within the area rather than taking cars to destinations off- site.

**POINTE ANAHEIM
AIR QUALITY**

APPENDIX

AUGUST 1998

**POINTE ANAHEIM
DAILY NATURAL GAS USAGE
(CU.FT/DAY)**

Land Use	Unit Type	# Units	Cubic Feet/ Month/Unit	Cu. Ft/Day
Single Family	Unit		6665	0.00
Multi-Family	Unit		4011.5	0.00
Industrial	Parcel		241611	0.00
Hotel/Motel	Square Feet	923800	4.8	147,808.00
Retail/Shopping Centers	Square Feet	1125000	2.9	108,750.00
Office	Square Feet		2.0	0.00
TOTAL CUBIC FEET PER DAY				256,558.00

**POINTE ANAHEIM
NATURAL GAS USAGE EMISSIONS
(POUNDS/DAY)**

LAND USE	CU. FT./ DAY	MIL. CU. FT./DAY	CO FACTOR	CO EMISSIONS	ROC FACTOR	ROC EMISSIONS	NOX FACTOR	NOX EMISSIONS	PM10 FACTOR	PM EMISSIONS
RES.		0.0000	20.0	0.0000	5.3	0.0000	80	0.0000	0.2	0.0000
NON- RES.	256558	0.2566	20.0	5.1320	5.3	1.3600	120	30.7920	0.2	0.0513

**POINTE ANAHEIM LAND USE
DAILY ELECTRICITY CONSUMPTION
(MW HOURS)**

Land Use	Unit Type	# units	KW Hrs/Unit/Yr	Total KW hrs/Yr	MW Hrs/Yr	MW Hrs/day
Residential	Unit		5,626.5	0.00	0.00	0.00
Hotel	sq. ft.	923,800	9.95	9,191,810.00	9,191.81	25.18
Restaurant	sq. ft.	140,000	47.45	6,643,000.00	6,643.00	18.20
Retail	sq. ft.	335,000	13.55	4,539,250.00	4,539.25	12.44
Office	sq. ft.		12.95	0.00	0.00	0.00
Elementary School	sq. ft.		5.9	0.00	0.00	0.00
Miscellaneous	sq. ft.	650,000	10.5	6,825,000.00	6,825.00	18.70
				27,199,060.00	27,199.06	74.52

**POINTE ANAHEIM
ELECTRICITY EMISSIONS
(IN POUNDS/DAY)**

MW Hours Per Day	CO		ROC		NOx		SOx		PM10	
	Emis. Fact. per MWH	Conc.	Emis. Facts. per MWH	Conc.	Emis Facts. per MWH	Conc.	Emis Facts. per MWH	Conc.	Emis. Facts. per MWH	Conc.
74.52	0.20	14.90	0.01	0.75	1.15	85.70	0.12	8.94	0.04	2.98

**APPROVED LAND USE
DAILY NATURAL GAS USAGE
(CU.FT/DAY)**

Land Use	Unit Type	# Units	Cubic Feet/ Month/Unit	Cu. Ft/Day
Single Family	Unit		6665	0.00
Multi-Family	Unit		4011.5	0.00
Industrial	Parcel		241611	0.00
Hotel/Motel	Square Feet	1847600	4.8	295,616.00
Retail/Shopping Centers	Square Feet		2.9	0.00
Office	Square Feet		2.0	0.00
TOTAL CUBIC FEET PER DAY				295,616.00

**APPROVED LAND USE
NATURAL GAS USAGE EMISSIONS
(POUNDS/DAY)**

LAND USE	CU. FT./ DAY	MIL. CU. FT./DAY	CO FACTOR	CO EMISSIONS	ROC FACTOR	ROC EMISSIONS	NOX FACTOR	NOX EMISSIONS	PM10 FACTOR	PM EMISSIONS
RES.		0.0000	20.0	0.0000	5.3	0.0000	80	0.0000	0.2	0.0000
NON- RES.	295616	0.2956	20.0	5.9120	5.3	1.5667	120	35.4720	0.2	0.0591

**APPROVED LAND USE
DAILY ELECTRICITY CONSUMPTION
(MW HOURS)**

Land Use	Unit Type	# units	KW Hrs/ Unit/Yr	Total KW hrs/Yr	MW Hrs/Yr	MW Hrs/day
Residential	Unit		5,626.5	0.00	0.00	0.00
Hotel	sq. ft.	1,847,600	9.95	18,383,620.00	18,383.62	50.37
Restaurant	sq. ft.		47.45	0.00	0.00	0.00
Retail	sq. ft.		13.55	0.00	0.00	0.00
Office	sq. ft.		12.95	0.00	0.00	0.00
Elementary School	sq. ft.		5.9	0.00	0.00	0.00
Miscellaneous	sq. ft.		10.5	0.00	0.00	0.00
				18,383,620.00	18,383.62	50.37

**APPROVED LAND USE
ELECTRICITY EMISSIONS
(IN POUNDS/DAY)**

MW Hours Per Day	CO		ROC		NOx		SOx		PM10	
	Emis. Fact. per MWH	Conc.	Emis. Facts. per MWH	Conc.	Emis Facts. per MWH	Conc.	Emis Facts. per MWH	Conc.	Emis. Facts. per MWH	Conc.
50.37	0.20	10.07	0.01	0.50	1.15	57.93	0.12	6.04	0.04	2.01

Anaheim Pointe Emissions						
8/31/98						
All emission factors are from MVEI7G, Summertime(75F), enhanced						
Year 2010, all autos						
		Variable starts		Vehicles	Miles/trip	Trips/day
Permitted hotel employees		100%, 480 min		1268	11.6	2536
Permitted hotel other		30%, 40min	70%, 300min	4451	15	8902
Pointe Anaheim hotel employees		100%, 480 min		625	11.6	1250
Pointe Anaheim hotel other		30%, 40min	70%, 300min	2194	15	4388
Pointe Anaheim other retail employees		100%, 480 min		1813	11.6	3625
Emission factors from MVEI7G						
		ROG	CO	NOx	PM10(all)	CO2
Running exhaust,	gm/mi	0.08	2.54	0.23	0.02	268
Variable starts, 40min	gm/trip	0.45	6.04	0.81		28
Variable starts, 300min	gm/trip	0.95	14.22	0.93		125
Hot soak,	gm/trip	0.26				
Diurnal,	gm/hr	0.35				
Resting losses,	gm/hr	0.04				
		ROG	CO	NOx	PM10(all)	CO2
Running exhaust,	gm/mi	0.08	2.54	0.23	0.02	268
Variable starts, 480min	gm/trip	1.09	15.86	0.88		160
Hot soak,	gm/trip	0.26				
Diurnal,	gm/hr	0.35				
Resting losses,	gm/hr	0.04				
Emissions, 2010						
		Emissions				
Autos		ROG	CO	NOx	PM10	CO2
Permitted hotel employees		10335	114942	8998	588	8289677
		23	253	20	1	18275
Permitted hotel other		36120	443907	38670	2671	36639742
		80	979	85	6	80775
Pointe Anaheim hotel employees		5094	56655	4435	290	4086000
		11	125	10	1	9008
Pointe Anaheim hotel other		17804	218812	19061	1316	18060569
		39	482	42	3	39816
Pointe Anaheim other retail employees		14774	164300	12862	841	11849400
		33	362	28	2	26123

Anaheim Pointe Caline4 Results		
8/30/98		
	COCN, ppm	
	2010	
Intersection	No Project	with Project
Harbor/Ball	2.2	2.3
Harbor/Katella	1.9	1.9
Freedman/Katella	2.0	2.0

Anaheim Pointe EMFAC7G Parameters and File Names					
8/30/98					
File Names					
XX	Project				
AH	Anaheim Pointe				
	XX	Intersection			
	HB	Harbor/Ball			
	HK	Harbor/Katella			
	FK	Freedman/Katella			
	X	Scenario			
	N	No Project			
	P	with Project			
	XX	Year			
	10	2010			
		X	AM/PM		
		P	PM		
EMFAC7G (enhanced) Parameters					
Year	2010				
Season	Winter				
Variable starts	27%, 12hr soak				
Temperature	50F/10C				
Fleet mix, %					
	Autos	72.8			
	Lt trucks	14.3			
	Med trucks	4.3			
	Lt Hvy trucks	3.2			
	Med Hvy trucks	3.2			
	Hvy Hvy trucks	1.3			
	Motorcycles	0.9			

MODEL RESULTS FOR FILE AHBN10P

RECEPTOR	* PRED		* WIND *		COCN/LINK			
	* CONC		* BRG *		(PPM)			
	*	(PPM)	*	(DEG)	A	B	C	D
RECPT 1	*	1.8	*	16	0.1	0.8	0.9	0.1
RECPT 2	*	2.2	*	279	1.4	0.0	0.7	0.2
RECPT 3	*	2.1	*	195	1.1	0.1	0.1	0.9
RECPT 4	*	2.1	*	100	0.0	1.0	0.1	0.9

MODEL RESULTS FOR FILE AHHP10P

RECEPTOR	* PRED		*WIND *		COCN/LINK				
	* CONC		* BRG *		(PPM)				
	* (PPM)		* (DEG) *		A	B	C	D	
RECPT 1	*	2.1	*	14	*	0.1	0.7	0.9	0.4
RECPT 2	*	2.3	*	281	*	1.3	0.0	0.7	0.2
RECPT 3	*	1.5	*	260	*	0.1	0.4	0.1	0.9
RECPT 4	*	1.9	*	149	*	0.8	0.2	0.2	0.6

1. Site Variables

U=	1.0 M/S	ZO=	100.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*	EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)
A. Northb		10	-500	10	500	IN	2940	3.9	0.0
B. Southb		-10	500	-10	-500	IN	1730	3.9	0.0
C. Eastb		-500	-10	500	-10	IN	1780	3.9	0.0
D. Westb		500	12	-500	12	IN	2580	3.9	0.0

* MIXW												
*	L	R	STPL	DCLT	ACCT	SPD	EFI IDT1 IDT2					
LINK	(M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NDLA	VPHO	(G/MIN)	(SEC)	(SEC)
A.	0	0	481	5.2	7.3	25	12	6	1810	1.1	37.0	0.0
B.	0	0	477	5.2	7.3	25	8	4	1270	1.1	37.0	0.0
C.	0	0	477	5.2	7.3	25	13	6	1940	1.1	33.0	0.0
D.	0	0	477	5.2	7.3	25	19	9	4010	1.1	33.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	-28	-24	1.8
RECEPTOR	2	28	-24	1.8
RECEPTOR	3	28	28	1.8
RECEPTOR	4	-28	28	1.8

REPORT FOR FILE : AHHBP10P

1. Site Variables

U=	1.0 M/S	ZO=	100.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
A. Northb		10	-500	10	500	IN	2970	3.9	0.0	15.0
B. Southb		-10	500	-10	-500	IN	1750	3.9	0.0	15.0
C. Eastb		-500	-10	500	-10	IN	1790	3.9	0.0	15.0
D. Westb		-500	12	500	12	IN	2590	3.9	0.0	19.0

* MIXW													
	*	L	R	STPL	DCLT	ACCT	SPD			EFI	IDT1	IDT2	
LINK	*	(M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NOLA	VPHO	(G/MIN)	(SEC)	(SEC)
A.		0	0	481	5.2	7.3	25	12	6	1820	1.1	37.0	0.0
B.		0	0	477	5.2	7.3	25	8	4	1310	1.1	37.0	0.0
C.		0	0	477	5.2	7.3	25	13	6	1950	1.1	33.0	0.0
D.		0	0	477	5.2	7.3	25	20	9	4020	1.1	33.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	-28	-24	1.8
RECEPTOR	2	28	-24	1.8
RECEPTOR	3	28	28	1.8
RECEPTOR	4	-28	28	1.8

MODEL RESULTS FOR FILE AHHKN10P

RECEPTOR	* PRED		* WIND *		COCN/LINK				
	* CONC		* BRG *		(PPM)				
	* (PPM)		* (DEG) *		A	B	C	D	
RECPT 1	*	1.3	*	15	*	0.1	0.7	0.4	0.1
RECPT 2	*	1.8	*	230	*	1.7	0.1	0.0	0.0
RECPT 3	*	1.9	*	193	*	1.0	0.1	0.0	0.8
RECPT 4	*	1.6	*	103	*	0.1	0.7	0.1	0.8

1. Site Variables

U=	1.0 M/S	ZO=	100.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
A. Northb		10	-500	10	500	IN	2720	3.9	0.0	15.0
B. Southb		-10	500	-10	-500	IN	1480	3.9	0.0	15.0
C. Eastb		-500	-10	500	-10	IN	700	3.9	0.0	15.0
D. Westb		500	10	-500	10	IN	2370	3.9	0.0	15.0

* MIXW													
	*	L	R	STPL	DCLT	ACCT	SPD			EFI	IDT1	IDT2	
LINK	*	(M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NDLA	VPHO (G/MIN)	(SEC)	(SEC)	
A.		0	0	477	5.2	7.3	25	13	7	2010	1.1	38.0	0.0
B.		0	0	477	5.2	7.3	25	12	7	1860	1.1	38.0	0.0
C.		0	0	477	5.2	7.3	25	7	3	1120	1.1	32.0	0.0
D.		0	0	477	5.2	7.3	25	15	7	2280	1.1	32.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	-28	-28	1.8
RECEPTOR	2	28	-28	1.8
RECEPTOR	3	28	28	1.8
RECEPTOR	4	-28	28	1.8

MODEL RESULTS FOR FILE AHHKP10P

RECEPTOR		* PRED	* WIND		COCN/LINK			
		* CONC	* BRG		(PPM)			
		* (PPM)	* (DEG)	*	A	B	C	D
RECPT 1	*	1.3	* 15	*	0.1	0.7	0.4	0.1
RECPT 2	*	1.7	* 229	*	1.6	0.1	0.0	0.0
RECPT 3	*	1.9	* 193	*	0.9	0.1	0.0	0.8
RECPT 4	*	1.6	* 103	*	0.1	0.7	0.1	0.8

REPORT FOR FILE : AHHP10P

1. Site Variables

U=	1.0 M/S	ZO=	100.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
A. Northb		10	-500	10	500	IN	2800	3.9	0.0	15.0
B. Southb		-10	500	-10	-500	IN	1480	3.9	0.0	15.0
C. Eastb		-500	-10	500	-10	IN	740	3.9	0.0	15.0
D. Westb		500	10	-500	10	IN	2440	3.9	0.0	15.0

* MIXW													
	*	L	R	STPL	DCLT	ACCT	SPD			EFI	IDT1	IDT2	
LINK	*	(M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NOLA	VPHO	(G/MIN)	(SEC)	(SEC)
A.		0	0	477	5.2	7.3	25	14	7	2130	1.1	38.0	0.0
B.		0	0	477	5.2	7.3	25	12	7	1910	1.1	38.0	0.0
C.		0	0	477	5.2	7.3	25	7	3	1120	1.1	32.0	0.0
D.		0	0	477	5.2	7.3	25	15	7	2300	1.1	32.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	-28	-28	1.8
RECEPTOR	2	28	-28	1.8
RECEPTOR	3	28	28	1.8
RECEPTOR	4	-28	28	1.8

MODEL RESULTS FOR FILE AHFKN10P

		* PRED	* WIND *			COCN/LINK			
		* CONC	* BRG *			(PPM)			
RECEPTOR		* (PPM)	* (DEG)*			A	B	C	D
RECPT 1	*	1.7	* 51 *			0.0	0.4	0.5	0.8
RECPT 2	*	1.3	* 296 *			0.0	0.3	0.9	0.1
RECPT 3	*	2.0	* 154 *			0.0	0.0	0.2	1.8
RECPT 4	*	1.9	* 111 *			0.0	0.4	0.1	1.4

REPORT FOR FILE : AHFKN10P

1. Site Variables

U= 1.0 M/S ZO= 100.0 CM
 BRG= 0.0 DEGREES VD= 0.0 CM/S
 CLASS= F STABILITY VS= 0.0 CM/S
 MIXH= 1000.0 M AMB= 0.0 PPM
 SIGH= 10.0 DEGREES TEMP= 10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
A. Northb		2	-500	2	500	IN	430	3.1	0.0	10.0
B. Southb		-8	500	-8	-500	IN	330	3.1	0.0	11.0
C. Eastb		-500	-6	500	-6	IN	1930	3.1	0.0	15.0
D. Westb		500	14	-500	14	IN	3020	3.1	0.0	15.0

* MIXW												
	* L	R	STPL	DCLT	ACCT	SPD			EFI	IDT1	IDT2	
LINK	* (M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NDLA	VPHO (G/MIN)	(SEC)	(SEC)	
A.	0	0	481	7.9	11.1	35	1	0	1	1.1	43.0	0.0
B.	0	0	477	7.9	11.1	35	13	8	1320	1.1	43.0	0.0
C.	0	0	481	7.9	11.1	35	11	4	1670	1.1	27.0	0.0
D.	0	0	489	7.9	11.1	35	18	7	2720	1.1	27.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR 1		-24	-24	1.8
RECEPTOR 2		16	-24	1.8
RECEPTOR 3		16	28	1.8
RECEPTOR 4		-24	28	1.8

MODEL RESULTS FOR FILE AHFKP10P

RECEPTOR	* PRED *WIND *			COCN/LINK			
	* CONC * BRG *			(PPM)			
	* (PPM)	* (DEG)	*	A	B	C	D
RECPT 1	* 1.7	* 51	*	0.0	0.4	0.5	0.8
RECPT 2	* 1.3	* 296	*	0.0	0.3	0.9	0.1
RECPT 3	* 2.0	* 154	*	0.0	0.0	0.2	1.9
RECPT 4	* 2.0	* 111	*	0.0	0.4	0.1	1.5

REPORT FOR FILE : AHFKP10P

1. Site Variables

U= 1.0 M/S ZO= 100.0 CM
 BRG= 0.0 DEGREES VD= 0.0 CM/S
 CLASS= F STABILITY VS= 0.0 CM/S
 MIXH= 1000.0 M AMB= 0.0 PPM
 SIGTH= 10.0 DEGREES TEMP= 10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
A. Northb		2	-500	2	500	IN	430	3.1	0.0	10.0
B. Southb		-8	500	-8	-500	IN	330	3.1	0.0	11.0
C. Eastb		-500	-6	500	-6	IN	1980	3.1	0.0	15.0
D. Westb		500	14	-500	14	IN	3130	3.1	0.0	15.0

* MIXW													
	*	L	R	STPL	DCLT	ACCT	SPD			EFI	IDT1	IDT2	
LINK	*	(M)	(M)	(M)	(SEC)	(SEC)	(MPH)	NCYC	NDLA	VPHO	(G/MIN)	(SEC)	(SEC)
A.		0	0	481	7.9	11.1	35	1	0	1	1.1	43.0	0.0
B.		0	0	477	7.9	11.1	35	13	8	1350	1.1	43.0	0.0
C.		0	0	481	7.9	11.1	35	11	4	1690	1.1	27.0	0.0
D.		0	0	489	7.9	11.1	35	18	7	2830	1.1	27.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	-24	-24	1.8
RECEPTOR	2	16	-24	1.8
RECEPTOR	3	16	28	1.8
RECEPTOR	4	-24	28	1.8

APPENDIX D
NOISE REPORT

NOISE ASSESSMENT FOR THE POINTE ANAHEIM PROJECT

CITY OF ANAHEIM

Report # 98-189.a
October 20, 1998

Prepared for:
BONTERRA CONSULTING
151 Kalmus Drive
Suite E-200
Costa Mesa, CA 92626

Prepared by:
Fred Greve, P.E.
Martin Beal
MESTRE GREVE ASSOCIATES
280 Newport Center Drive
Suite 230
Newport Beach, CA 92660-7528
(714) 760-0891

NOISE ASSESSMENT FOR THE POINTE ANAHEIM PROJECT

City of Anaheim

1.0 EXISTING NOISE

1.1 Introduction

The purpose of this report is to determine the potential noise impact of the proposed Pointe Anaheim project upon surrounding land uses. The project site is shown in Exhibit 1. The project site is approximately 29.1 acres in size and is within the Disneyland resort Specific Plan District A and the Parking District (East Parking Area)/C-R Overlay. Under the Disneyland Resort Specific Plan, the site is entitled for the traffic generation density equivalency of 2,130 hotel rooms (75 rooms per acre).

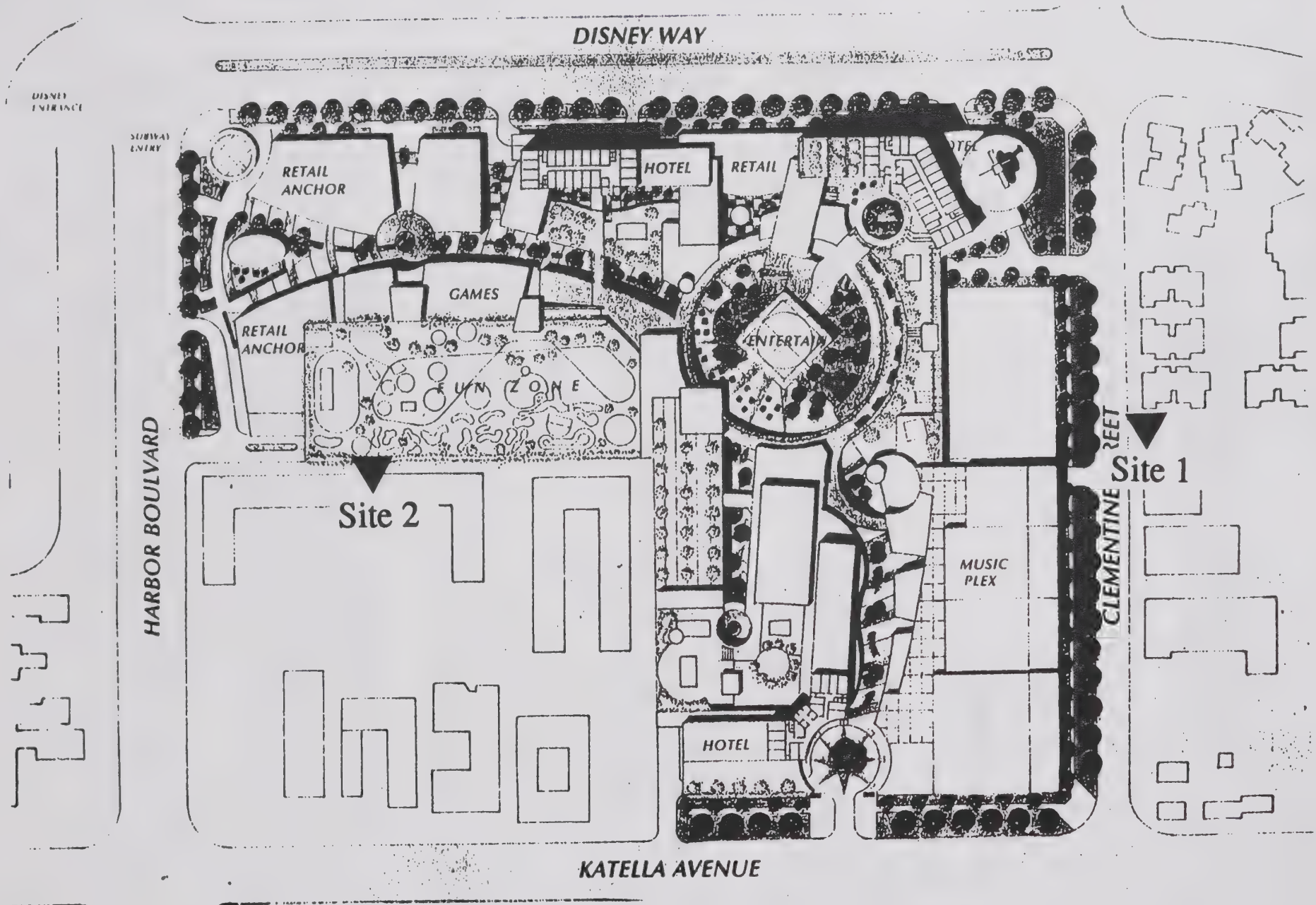
The Pointe Anaheim Project has been determined to have a traffic generation density equivalency that is greater than the allowed density of 75 rooms per acre. The project also contains additional uses (such as amusement park and general entertainment uses) that may generate noise impacts upon adjacent land uses. Thus, this study will determine the noise impacts from traffic of this project relative to the previously approved project and will also assess the impact of the project on the sensitive receptor areas located in the project vicinity.

1.2 Reference Information on Noise and Noise Metrics

Community noise is generally not steady state and varies with time. Under these conditions of non-steady state noise, some type of statistical metric is necessary in order to quantify human response to noise. Several rating scales have been developed for the analysis of adverse effects of community noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. Upon this premise, a number of noise scales have been developed. These scales include the Equivalent Noise Level (LEQ) and the Community Noise Equivalent Level (CNEL). Both these scales, or metrics, are based upon the A-weighted decibel, which is abbreviated as dBA. The A-weighted decibel compensates specific frequencies to match the way in which the human ear perceives them. Most simply stated, dBA is a description of how people judge loudness.

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level. CNEL is similar to LEQ, but is measured over a period of 24 hours. The CNEL metric applies a weighting factor which places greater significance on noise events occurring during the evening and night hours (when sleep disturbance is a concern). Thus, CNEL is a 24 hour,



Note: Plan not to engineering scale. Conceptual depiction of layout only.
Refer to Exhibit 3-1 for Setback and Right-of-way.

Exhibit 1

Site Map and Measurement Locations

time-weighted annual average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dB, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dB. The Noise Element for the City of Anaheim specifies outdoor and indoor noise limits for various land-uses. The exterior noise limit for residential areas is 65 CNEL. The interior noise limit for residential areas is 45 CNEL.

1.3 Assessment Criteria

In order for the Pointe Anaheim project to have a significant adverse noise level impact, three conditions must exist. The first condition is that the proposed project must generate a noise level increase that is considered "significant." A significant noise increase is defined as an increase of at least one to three decibels, depending upon the situation (more information on this subject is contained in subsequent sections).

The second condition is that the noise increase must occur in a noise sensitive area. The definition of a "noise sensitive area" can be somewhat complicated. Residential areas, parks, hospitals, schools, and churches are typically considered "noise sensitive." A city's noise standards are most commonly used to ensure that these types of land use are protected from excessive noise.

The third condition that must be met for the project to be considered a significant adverse impact is that noise levels in the sensitive receptor areas in the project vicinity exceed any of the City of Anaheim noise standards (or generally acknowledged standards) as a result of the project's implementation. These three conditions must be met before the project can be declared as a significant adverse impact. The City of Anaheim exterior noise standard for residential land use is 65 CNEL, and the interior noise standard for residential land use is 45 CNEL. In addition to the noise standards for residential areas, the City has a interior noise standard of 50 CNEL for commercial office space (for the purposes of this study, the 50 CNEL interior standard for commercial office space will also be applied to the proposed interior retail space within the project site). These are the relevant standards for the proposed project.

1.4 Measured Noise Levels

Noise measurements were conducted as part of this analysis on September 15th, 1998. Two sites were selected on the basis of proximity to the project site. The two measurement locations are the nearest noise sensitive receptors to the project and, thus, will experience the largest impacts attributable to the project and can be considered worst case examples of the project's noise impacts. The two sites that were selected would potentially experience changes in ambient noise as a result of the project's implementation. Noise sensitivity of the land use was also considered when the sites were selected. Exhibit 1 showed the location of each site.

The noise measurements were conducted between the hours of 8 p.m. and 10 p.m.. The measurement sites were selected on the basis of proximity to the project and of the noise sensitivity of the land use. The measurement survey utilized the Brüel & Kjær 2260 automated digital noise data acquisition system for short-term (15 min.) LEQ readings. This instrument automatically calculates both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitor was equipped with a Brüel & Kjær 1/2-inch electret microphone and was calibrated with a Brüel & Kjær calibrator with calibrations traceable to the National Bureau of Standards. Calibration for the calibrators are certified through the duration of the measurements. This measurement system satisfies the ANSI

(American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

The results of the ambient short-term noise measurements at each site are depicted in Table 1. These figures also depict the date and time of the measurement and the primary noise source affecting the noise environment. The quantities measured were the Equivalent Noise Level (Leq), the maximum noise level (Lmax) and the Percent Noise Levels (L%).

Table 1
Noise Measurement Results

Site	Leq	Lmax	Lmin	L1.7	L8.3	L25	L50	L90
1 – Marriott Residence Inn	58.9	76.4	46.6	69.4	64.2	58.4	52.8	48.0
2 – Castle Inn	54.0	66.7	48.0	56.2	53.6	52.2	51.0	49.8

During the measurements, the dominant source of noise was automobile traffic from local and distant sources.

2.0 POTENTIAL IMPACTS

2.1 Off-Site Traffic Impacts

The future traffic data contained in this section was supplied by Mr. Michael Meyer of Meyer, Mohaddes Associates, Inc. This section details the change in noise levels generated by the project. Note that the following comparison of noise levels is based upon the difference between the previously approved project and the current proposed project. The project site is already approved for a traffic generation density equivalency of 2,130 hotel rooms (75 rooms per acre). The current proposed project exceeds this traffic generation density.

Table 2 shows the difference in noise levels along the roadways in the project vicinity. The table shows a noise level increase or decrease attributable to the project based upon the PM peak hour traffic volumes supplied by Meyer, Mohaddes Associates, Inc. The table shows various intersections in the project area and specifies a noise level difference for the north, south, east and west legs of the intersections. None of the links shown will experience an increase or decrease of greater than 1 dBA because of the proposed project.

Table 2
Noise Level Changes Generated by the Pointe Anaheim Project

Intersection	Project Generated Decibel Increase (or Decrease) ----- Per Intersection Leg -----			
	North	South	East	West
Harbor Blvd./Ball Rd.	0.0	0.0	0.0	0.0
Harbor Blvd./I5 NB Ramps	0.2	0.1	0.3	0.1
Harbor Blvd./I5 SB Ramps	0.3	0.3	0.1	0.4
Harbor Blvd./Freedman Wy.	0.5	0.2	0.3	0.1
Harbor Blvd./Katella Ave.	0.0	0.0	0.0	0.0
Clementine St./Freedman Wy.	0.0	0.0	0.0	0.0
Clementine St./Katella Ave.	0.2	0.0	0.3	0.2
I5 SB Ramps/Freedman Wy.	0.2	0.9	0.6	0.5
Haster St./Freedman Wy.	0.1	-0.7	0.1	-0.4
Haster St./Katella Ave.	0.1	0.1	0.1	0.2
Haster St./Orangewood Ave.	0.1	0.0	0.4	0.5
Freedman Wy./Katella Ave.	0.0	0.1	0.1	0.1
I5 NB Ramps/Katella Ave.	0.1	0.0	0.1	0.1

The greatest noise level difference generated by the project occurs at the north leg of the intersection of the Interstate 5 southbound ramps and Freedman Way. Traffic noise levels will increase 0.9 dBA as a result of the project's implementation. This is not a significant noise level increase. In community noise assessment, changes in noise levels greater than 3 dB are often identified as significant, while changes less than 1 dB will not be discernible to local residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. Note that there is no scientific evidence available to support the use of 3 dB as the significance threshold. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dB. In a community noise situation, however, noise exposures are over a long time period, and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dB, and 3 dB appears to be appropriate for most people.

2.2 Off-Site Operational Impacts

This section examines the potential for the operations of the Pointe Anaheim project to impact existing land uses near the project site. There are no residential areas located in the immediate vicinity of the project. There are, however, existing hotels and motels directly adjacent to the project location. This section will examine noise levels generated by the project itself and will determine whether these operational noise levels will adversely impact the existing hotel and motel land uses.

2.2.1 Noise Levels from Live Music

There are two primary potential sources of noise on the project site. The first is the "Entertainment" area. Exhibit 2 shows this area. This area will potentially feature live music. An analysis of the preliminary layout of the proposed project indicates that the Residence Inn that currently exists directly to the east of the project site may have a direct line of sight to the Entertainment area and, thus, to the live music source. Any amplified music in the Entertainment area will potentially generate noise levels that exceed the City of Anaheim Noise Ordinance and could lead to complaints from the customers of the Residence Inn.

Of course, music can be amplified to very high levels. For this project, however, it is presumed that the music that would be featured in the Entertainment area would not be so loud as to cause discomfort for the patrons of the businesses located within the project. For this project, a worst case estimate of noise levels that might be generated by a live band would be a peak noise level of approximately 90 dBA at a distance of 50 feet.

The Residence Inn is approximately 600 to 800 feet from where live music could be performed in the Entertainment area. At this distance, peak noise levels could reach 66 to 68 dBA (assuming a direct line of sight to the band and a band noise level of 90 dBA at 50 feet). Furthermore, an L50 noise level of 80 dBA at 50 feet can be assumed as a worst case level for live music in this area. At the Residence Inn, L50 noise levels would reach 56 to 58 dBA. The peak noise levels would not exceed any noise ordinance values, but the L50 levels would exceed the City of Anaheim L50 ordinance value of 55 dBA. Measures should be incorporated into the project design that would insure that live music complies with the City of Anaheim Noise Ordinance.

2.2.2 Noise Levels from the Fun Zone

The "Fun Zone" area of the proposed project is located directly adjacent to the Castle Inn. Activities in this area, however, are not a source of great concern regarding noise impacts. All of the rooms face away from the Pointe Anaheim project and none of the guest rooms in the Castle Inn have any windows facing onto the proposed project. Therefore, there is no direct line of sight from the Castle Inn to the proposed project. Furthermore, there are no particularly loud activities or facilities planned for the fun zone area.

No exceedances of the City of Anaheim Noise Ordinance are anticipated for this area.

DISNEY WAY

DISNEY
ENTRANCE

SUBWAY
ENTRY

RETAIL
ANCHOR

HOTEL

RETAIL

GAMES

RETAIL
ANCHOR

FUN ZONE

Amplified Music Area

HARBOR BOULEVARD

MUSIC
PLEX

HOTEL

CLEMENTINE STREET

KATELLA AVENUE

Exhibit 2

Amplified Music Area

3.0 MITIGATION MEASURES

3.1 Off-Site Traffic Impacts

No adverse off-site traffic noise impacts are expected as a result of the project's implementation. Therefore, no mitigation is recommended.

3.2 Off-Site Operational Impacts

The only potential for off-site impacts appears to be associated with amplified live and recorded music that will be played in open-air areas. Care should be taken to orient the speakers away from the adjacent motel/hotel land uses. The project should also be designed so that structures block the travel of sound from any speakers to any of the adjacent hotel land uses. An option to this measure would be to monitor and restrict noise levels at all times in order to insure that any amplified music or sound generated on the project site will not exceed the City of Anaheim Noise Ordinance.

No specific noise barrier locations are possible at this time because of the preliminary nature of the project design. Before operational permits are issued, a qualified acoustical engineer should certify that the amplified music on-site will not exceed City ordinance values.

Prior to final building and zoning inspections, a Noise Monitoring Program prepared by a certified acoustical engineer shall be submitted to the Planning Department for review and approval for any component of Pointe Anaheim that has the potential to involve amplified music; and, within 9 months of commencement of said activity, the property owner/developer shall submit the results of the Noise Monitoring Program conducted by a certified acoustical engineer to ensure that there are no violations of the Sound Pressure Level Ordinance from the Pointe Anaheim activity outside the Project. If noise in excess of the Sound Pressure Level Ordinance is detected, the property owner/developer shall modify operations within three days to bring the noise-generating activity into conformance with the Sound Pressure Level Ordinance.

APPENDIX E
WATER REPORT

DATE:	IWA JOB NUMBER:
10/28/98	507.01
TO:	FAX NUMBER:
Joan Kelly	(714) 444-9599
FROM:	COPIES TO:
Kelly Nolan	Robert Shelton, via fax, w/ encl, (714) 851-1297
	Tina Andersen, via fax, w/ encl. (714) 444-9599

RE:

POINTE*ANAHEIM NEGATIVE DECLARATION – WATER DEMAND STUDY

☐ URGENT	☐ FOR REVIEW	☐ PLEASE RESPOND	☐ FOR YOUR RECORDS
☐ FAX	☐ MAIL	☐ E-MAIL	☐ NEXT DAY
			☐ COURIER

NOTES/COMMENTS:

We have completed the revision to the water analysis for the Pointe*Anaheim Negative Declaration based upon comments received from the City, BonTerra and discussions with the City's Water Division Staff.

EXECUTIVE SUMMARY

The Pointe*Anaheim development is within the City of Anaheim service zone 335. This area was previously studied for the Disneyland Resort EIR and several improvements are slated for construction around the area including a deep domestic water well and 20-inch transmission main.

Our analysis has shown that the critical factors for water demand (1) Peak Hour Demand and (2) storage are not negatively impacted by the project. Based on the results of our analysis, the development of the Pointe*Anaheim project should not have an impact on the water supply system already planned to serve the Disneyland Resort area.

GENERAL

The Pointe*Anaheim development area is within the City of Anaheim service zone 335 (hydraulic grade line or static pressure at 335 feet). This area was previously studied in the City of Anaheim Public Utilities Department 1994/1995-1998/1999 Five-Year Water System Plan and the Disneyland Resort EIR. This memorandum and attachments describe our approach to evaluating the water system for the proposed development versus previously entitled development for the site, and recommends mitigation measures to maintain capacity in the water system.

STUDY AREA

The Study Area, **Exhibit 1**, shows the relationship of Pointe*Anaheim to the City's Zone 335. This zone was studied as part of the Disneyland Resort EIR. The City identified several modifications and



enhancements required to the existing distribution system and the need to construct a new water supply well within the Anaheim Resort.

The proposed projects (to be constructed by the City) include a new 20-inch main in Harbor Boulevard between Convention Way and Katella Avenue and a 16-inch main between Harbor Boulevard and Clemintine Street. The City is also constructing a deep well in the Fire Station property on the east side of the Pointe*Anaheim development. Projects to be constructed by the Disneyland Resort Project include a new 20-inch water main in Freedman Way and Clementine Street to distribute water from the new well. Construction of these projects is underway and completion will coincide with the progress of the Disneyland Resort project. See **Exhibit 2**, taken from the Water System Plan report, for a depiction of these and other projects planned for the area.

POINTE*ANAHEIM PROJECT DEMANDS

Tables 1 and 2 show the land uses addressed in the Disneyland Resort EIR, the current City entitlement, and the proposed land use and the expected water demands for each. These demands will be used to determine the expected impact of the project.

From the analysis in Table 2:

	Average Annual Demand (gpm)	Maximum Day Demand (gpm)	Peak Hour Demand (gpm)
Entitlement	266	479	1,331
Current Project	443	575	1,018
% of Entitlement	167%	120%	76% ¹

The 335 pressure zone storage is in the underground aquifers. The City's wells pump the water from the wells into the Zone 335 system. The storage requirement², which is determined utilizing the Average Day Demand (ADD) in gallons per day (gpd) and multiplying by a factor of 2.5:

$$637,200 \text{ gpd}^3 \times 2.5 = \underline{1,593,000 \text{ gallons}}$$

This represents .00049% of the aquifer storage capacity from which the City draws 70 percent of its potable water supply.

¹ The increase peak for the entitled project over the proposed is due to the replacement of hotel rooms with commercial development, see Table 1. The City peaks water demand for hotel use 5 times versus 2.3 times Average Day Demand (ADD) for commercial uses.

² ADD is used to determine the storage requirements for a system with the City requiring 2.5 times ADD in storage capacity.

³ See Table 2.

enhancements required to the existing distribution system and the need to construct a new water supply well within the Commercial Recreation Area (C-R Area).

The proposed projects (to be constructed by the City) include a new 20-inch main in Harbor Boulevard between Convention Way and Katella Avenue and a 16-inch main between Harbor Boulevard and Clemintine Street. The City is also constructing a deep well in the Fire Station property on the east side of the Pointe*Anaheim development. Projects to be constructed by the Disneyland Resort Project include a new 20-inch water main in Freedman Way and Clementine Street to distribute water from the new well. Construction of these projects is underway and completion will coincide with the progress of the Disneyland Resort project. See **Exhibit 2**, taken from the Water System Plan report, for a depiction of these and other projects planned for the area.

POINTE*ANAHEIM PROJECT DEMANDS

Tables 1 and 2 show the land uses addressed in the Disneyland Resort EIR, the current City entitlement, and the proposed land use and the expected water demands for each. These demands will be used to determine the expected impact of the project.

From the analysis in Table 2:

	Average Annual Demand (gpm)	Maximum Day Demand (gpm)	Peak Hour Demand (gpm)
Entitlement	266	479	1,331
Current Project	443	575	1,018
% of Entitlement	167%	120%	76% ¹

The 335 pressure zone storage is in the underground aquifers. The City's wells pump the water from the wells into the Zone 335 system. The storage requirement², which is determined utilizing the Average Day Demand (ADD) in gallons per day (gpd) and multiplying by a factor of 2.5:

$$637,200 \text{ gpd}^3 \times 2.5 = \underline{1,593,000 \text{ gallons}}$$

This represents .00049% of the aquifer storage capacity from which the City draws 70 percent of its potable water supply.

¹ The increase peak for the entitled project over the proposed is due to the replacement of hotel rooms with commercial development, see Table 1. The City peaks water demand for hotel use 5 times versus 2.3 times Average Day Demand (ADD) for commercial uses.

² ADD is used to determine the storage requirements for a system with the City requiring 2.5 times ADD in storage capacity.

³ See Table 2.

The Maximum Day Demand (MDD) (along with required fire flow) is used to size the various systems transmitting water to the area.

Peak Hour Demand (PHD) is used to establish the availability of peak hourly flowrates and to size the transmission mains conveying water to the project.

FIRE FLOW

The adequacy of fire flow protection for a given area is based on required fire flow, response distance from existing fire stations, and the City of Anaheim Fire Department's judgment of needs in an area. Fire flow demand is related to the land use and is the same for Disneyland Resort, the entitled and the proposed project at 4000 gpm for at 3-hour fire incident (sprinklered building). The City recently completed construction of Fire Station No. 3 adjacent to the site.

PROJECT IMPACT

As shown in Table 2, the Peak Hour Demand is 314 gpm less than the current entitlement. Therefore, from this perspective, the project will not negatively impact the water supply.

Although the Project Demands (Average Annual (gpm) and Maximum Day (gpm)), are greater than previously addressed (from a project level perspective) for analysis, the City's Water Division Staff feels the proposed systems servicing the site are capable of supplying the projected demands. The project's water source will primarily be Well No. 55 (now under construction), so storage requirements can be met from the aquifer below. The 20-inch transmission main being constructed around the site can transmit water to the site at adequate pressure to serve the site during anticipated demand conditions. The City has its own hydraulic network analysis for this proposed system. The proposed project will eventually be modeled by the City to verify the Zone 335 system adequacy.

Prior to issuance of the first building permit, the project will need to provide in-depth engineering studies, including network analysis. These studies will determine actual sizes of water mains necessary for ultimate development within the project limits. Additionally, these studies will include detailed water usage analysis and building plans for Public Utilities Water Engineering review and approval in determining concise project water requirements and appropriate water assessment fees.

MITIGATION MEASURES

Based upon the comments from the City, the following two mitigation measures are included:

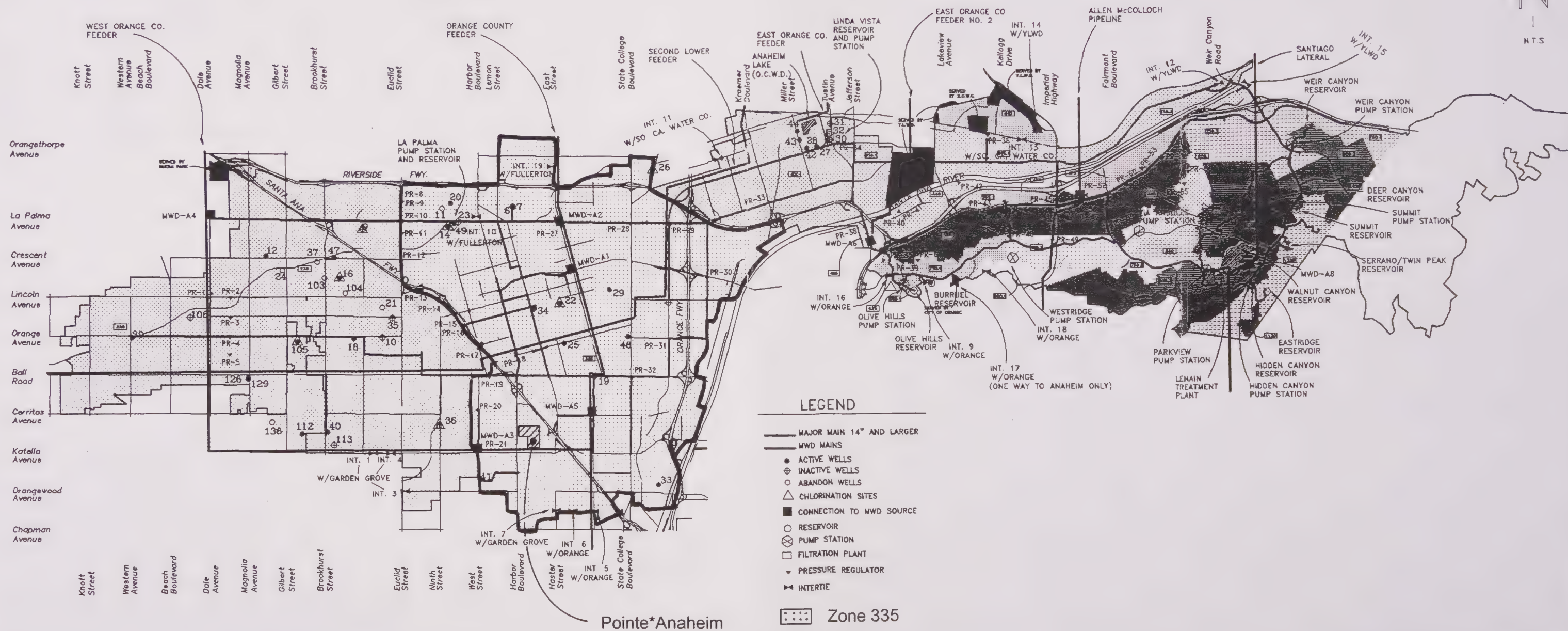
Prior to approval of final site plans, the water backflow equipment and any other large water system equipment shall be shown on plans to the satisfaction of the Public Utilities Department, Water Utility Division, in either underground vaults or behind the Setback Realm area in a manner fully screened from all public streets and alleys; and, prior to final building and zoning inspections, the facilities will be installed in accordance with the plans.

Prior to approval of the first subdivision map or issuance of first grading permit or building permit, whichever occurs first, property owner/developer shall enter into an agreement recorded against the property with the City of Anaheim, to the satisfaction of the Utilities Department and City Attorney's Office, to guarantee the property owner/developer's participation in water system improvements necessitated by the project. The agreement shall contain provisions requiring property owner/developer to pay or cause to be paid its fair share funding for said improvements and/or construct said improvements, if determined to be necessary by the Utilities Department, with reimbursement by other beneficiaries in accordance with the Utility's Rates, Rules, and Regulations. Costs shall include the payment for consultant/contractor services for the preliminary engineering, soils analysis, right-of-way acquisition, demolition, construction and inspection, and any other related expenses. Further, the property owner/developer shall submit an engineering report and phasing plan for review and approval by the Utilities Department setting forth the extent and timing of the water system improvements necessitated by the project for use in implementing the agreement. The property owner/developer shall at all times perform its obligations as set forth in said agreement.

If you have any questions regarding this matter, contact Kelly Nolan at (714) 456-0166.



4
N
N.T.S.

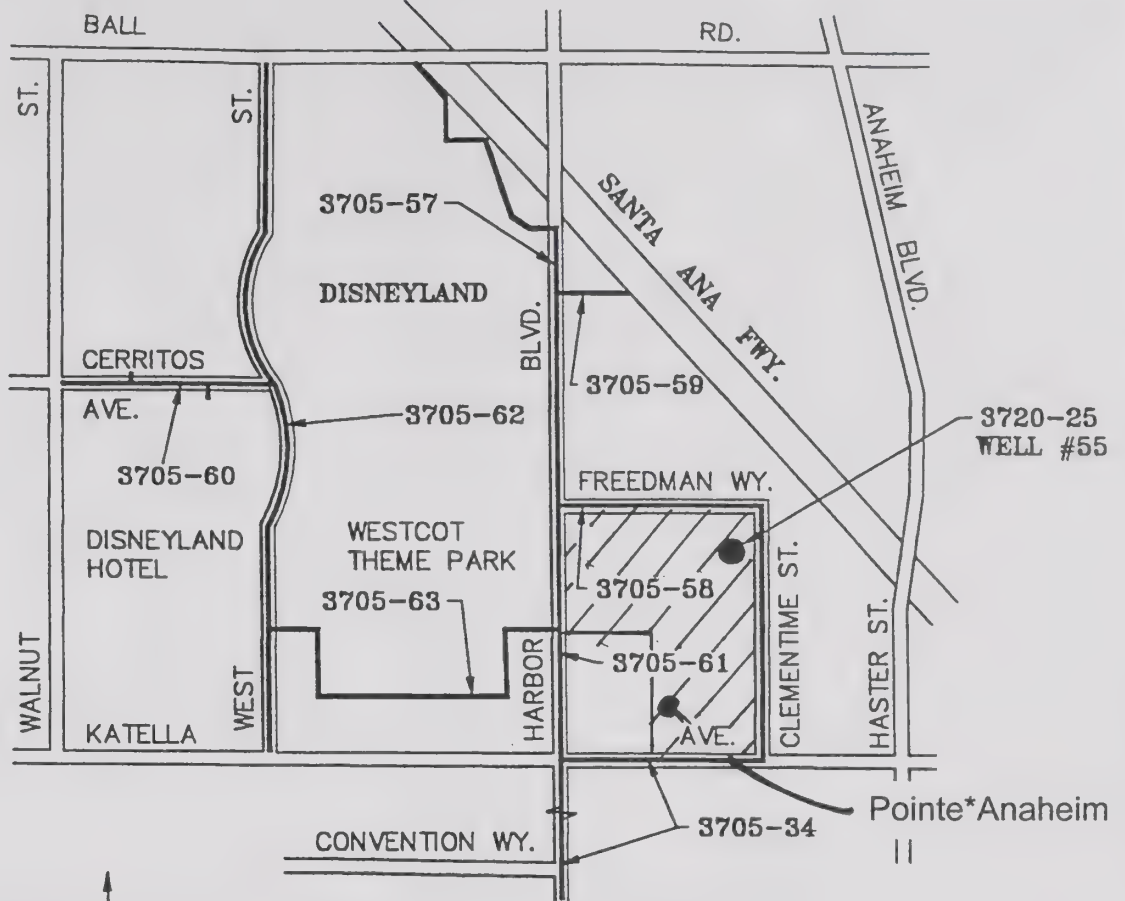


Source: City of Anaheim Public Utilities Department, Water Services

FILE NAME: G:\GIS\A-WATER\STUDY\DWGS\WALLMAP\EX-WRSC
REV. DATE: 6/25/97



EXHIBIT 1 Project Location/Service Area Pointe*Anaheim Negative Declaration

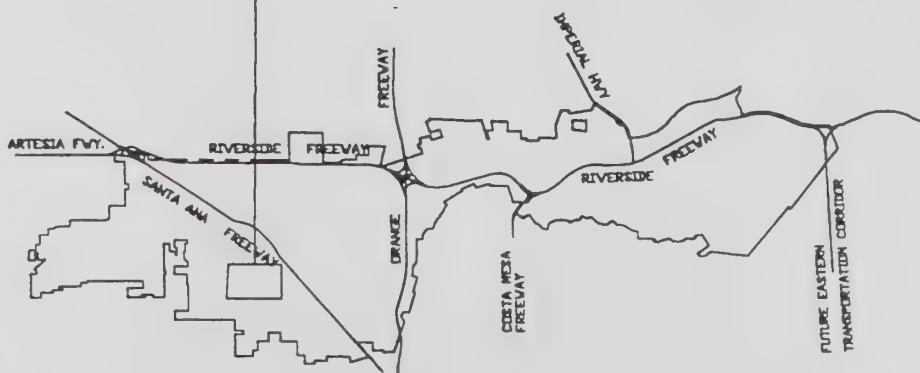


PROJ. NO.

3705-34
3705-57
3705-58
3705-59
3705-60
3705-61
3705-62
3705-63
3720-25

PROJ. DESCRIPTION

HARBOR/KATELLA 20"/16" MAIN
HARBOR BLVD. 16" MAIN
CLEMENTINE ST.-FREEDMAN WAY. 20" MAIN
MANCHESTER AVE. 12" MAIN
CERRITOS AVE. 12" MAIN
HARBOR BLVD. 20" MAIN
WEST ST. 20" MAIN
WESTCOT ON SITE 12" MAIN
PROPOSED WELL #55



WATER ENGINEERING DIVISION

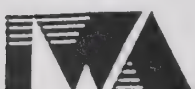
SCALE: NONE

DATE: 12-15-93

NEW WATER PROJECTS FOR
DISNEYLAND EXPANSION

PROJECT

3705-34, 3705-57 THRU 3705-63,
3720-25



IWA ENGINEERS

EXHIBIT 2

Proposed City/Developer Projects
Pointe*Anaheim Negative Declaration

Table 1

**Pointe*Anaheim
Negative Declaration**

Entitled and Proposed Build-out Land Use Statistics

Planning Area Number	Land Use	Area	Quantity	Unit	Quantity	Net Area (acres)	Net Density (Units/Ac)
Disneyland Resort EIR Land Use							
	East Parking Area Structure	SF	7,000,000			28.4	75
	Total:					28.4	
Current City of Anaheim Entitlement							
	Hotel\Commercial			Rooms	2130	28.4	75
	Total:					28.4	
Proposed Pointe*Anaheim Development							
H1	Hotel	SF	923800	Rooms	1050		75
	SubTotal				1050		
T1	Entertainment (Theatre A)	SF	43400	Seats	2350		
T2	Entertainment (Theatre B)		27700		1500		
T3	Entertainment (Theatre C)		13900		750		
	SubTotal		85000		4600		
R1	Retail (Specialty)	SF	335000				
	SubTotal		335000				
S1	Restaurant (Specialty)	SF	80000	Seats	3200		
S2	Restaurant (High-Turnover)		60000		2400		
	SubTotal		140000		5600		
C1	Entertainment (Night Club)	SF	40000	Seats	1600		
	SubTotal		40000		1600		
E1	Entertainment (Games/Video Arcade)	SF	25000				
E2	Entertainment (Museum)		25000				
	SubTotal		50000				
P1	Parking (Car)	SF	1475233	Spaces	4428		
P2	Parking (Bus)		16767		25		
	SubTotal		1492000				
F1	Fun Zone	SF	141200				
	SubTotal		141200				
	Total:		1715000	(not including parking)			
	FAR =		1.39				

Table 2

**Pointe*Anaheim
Negative Declaration**

Water Demands

Basin	Land Use	Gross Area (acres)	Unit	Quantity	Water Use Factor (gpd/unit, Ac, SF, or seat) (3)	Average Annual Demand (gpd)	Average Annual Demand (gpm)	Maximum Day Demand (gpm) (1)	Peak Hour Demand (gpm) (2)	
Disneyland Resort EIR										
	Washdown	(4)	28.4	SF	7,000,000	0.004 gpd/sf	25000	17	23	40
	Irrigation	(5)		Ac	4.3	7759 gpd/ac	33053	23	30	53
Totals:			28.4				58053	40	52	93
Current City of Anaheim Entitlement										
	Hotel\Commercial		28.4	Rooms	2130	180 gpd/unit	383400	266	479	1,331
Totals:			28.4		2130		383400	266	479	1,331
Proposed Pointe*Anaheim Development										
	Hotel (Specialty)			Bed	1050	180 gpd/unit	189000	131	236	656
	Entertainment (Theater)			Seat	2350	6 gpd/seat	14100	10	13	23
	Entertainment (Theater)			Seat	1500	6 gpd/seat	9000	6	8	14
	Entertainment (Theater)			Seat	750	6 gpd/seat	4500	3	4	7
	Retail (Specialty)			SF	335000	0.12 gpd/SF	40200	28	36	64
	Restaurant (Quality)			Seat	3200	60 gpd/seat	192000	133	173	307
	Restaurant (High Turnover)			Seat	2400	60 gpd/seat	144000	100	130	230
	Entertainment (Club/Lounge)			Seat	1600	24 gpd/seat	38400	27	35	61
	Entertainment (Games)			SF	25000	0.12 gpd/SF	3000	2	3	5
	Entertainment (Museum)			SF	25000	0.12 gpd/SF	3000	2	3	5
	Parking			SF	1492000	0.00 gpd/SF	0	0	0	0
	Fun Zone			SF	141200	0.00 gpd/SF	0	0	0	0
	SUBTOTAL:						637200	443	575	1,018
	CHANGE (vs Disneyland Resort EIR):						579147	402	523	925
	CHANGE (vs Current Entitlement):						253800	176	96	-314
Totals:							637200	443	575	1018

- (1) City of Anaheim Maximum Day Demand based on peaking factor equal to 1.3 (General Commercial) & 1.8 (Hotel/Motel) times Average Annual Demand.
(2) City of Anaheim Peak Hour Demand based on peaking factor equal to 2.3 (General Commercial) & 5.0 (Hotel/Motel) times Average Annual Demand.
(3) Water Use Factors based on City of L.A. Criteria provided by the City of Anaheim on 6/16/98.
(4) Use 25 gal/1000 sq. ft./week, Source: The Walt Disney Company
(5) Assumes 2"/acre/week for landscape coverage, 15% coverage. Source: The Walt Disney Company

APPENDIX F

WASTEWATER/SEWER REPORT

DATE:	IWA JOB NUMBER:			
12/03/98	507.01			
TO:	FAX NUMBER:			
Joan Kelly (BonTerra)	(714) 444-9599			
FROM:	COPIES TO:			
Kelly Nolan	Robert Shelton, w/ att, via fax (714) 851-1297			
	Mike Pinsoneault, w/ att			
RE:				
POINTE*ANAHEIM NEGATIVE DECLARATION – SEWER CAPACITY STUDY (REVISED 12/2/98)				
☐ URGENT	☐ FOR REVIEW	☐ PLEASE RESPOND	☐ FOR YOUR RECORDS	
☐ FAX	☐ MAIL	☐ E-MAIL	☐ NEXT DAY	☐ COURIER

EXECUTIVE SUMMARY

The Pointe*Anaheim development is tributary to the City of Anaheim Sewer Basin 8, previously studied in the South Central Area Sewer Deficiency Study, January 1993, 2nd Revision. For that study, the project area was assumed to generate flows exclusively from hotel land use at 75 rooms per acre. The 29.1 acre site would have an entitled use for 2130 hotel rooms, which generate 0.32 million gallons per day (MGD). The proposed development plan for hotel, theatre, entertainment, restaurant, and retail use is expected to generate average dry weather flows of 0.53 MGD (a 66% increase).

Anaheim Stadium Area Master Land Use Plan (ASAMLUP) development is currently undergoing CEQA entitlement through preparation of an EIR. The City's Sewer Basin 8 extends into the ASAMLUP study area and was also analyzed with the South Central Area Sewer Deficiency Study (SCASDS), January 1993, 2nd Revision. The proposed land uses within the ASAMLUP have a higher density than the land use designation with the SCASDS. The proposed land use changes are shown in the attached Table 3-1, taken from the ASAMLUP Draft EIR, and indicate an overall increase in land use densities. As such, an increase in flows is expected for Basin 8 from within the ASAMLUP tributary areas.

Incremental flow increases over the entitled limits are identified for the Pointe*Anaheim development. Other proposed developments tributary to Basin 8 and the Katella sewer may exceed their respective entitled sewer flow limits, such as with the ASAMLUP. The projected flow increases, as well as anticipated increases from other developments, suggest a capacity shortfall in the Katella sewer system.

Capacity limitations associated with the Katella sewer system can be mitigated through the implementation of a new sewer in Katella Avenue to redirect flows originating east of Interstate 5, and currently tributary to Basin 8, to the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard.

BACKGROUND AND STUDY AREA

Exhibit 1, the Study Area, shows the relationship of the Pointe*Anaheim development to the City's Basin 8 and the ASAMLUP area.

The Pointe*Anaheim development is tributary to the City of Anaheim sewer Basin 8, previously studied in the South Central Area Sewer Deficiency Study (SCASDS), January 1993, 2nd Revision. This memorandum and attachments provide the projected sewer flows from the Pointe*Anaheim development which are tributary to the Katella Avenue sewer system. It also identifies that portions of the ASAMLUP development are tributary to Basin 8 and the Katella Avenue sewer system. The ASAMLUP EIR sewer analysis is currently being conducted by the City of Anaheim Public Works Department.

EXISTING CONDITION

Planned tributary flows to the Basin 8 model prepared for the SCASDS have increased. Additional flows include 1.25 MGD from the Disneyland expansion via a new 15" sewer in West Street (north of Katella Avenue) to the existing 24" sewer in Katella Avenue; and 0.95 MGD from the Anaheim Convention Center Expansion via a new 15" sewer in West Street (south of Katella Avenue) to the new 21" sewer in Katella Avenue (per City of Anaheim letter dated April 24, 1996, attached).

The existing condition model for Sewer Basin 8, as well as other City sewer basins, is currently being updated by the City with the Interflo sewer modeling software. The updated flow information from the Disneyland Resort and the Anaheim Convention Center, as well as any other development changes known to the City will be included to provide an accurate and up-to-date model for the existing condition.

POINTE*ANAHEIM PROJECT

Tables 1 and 2, attached, show the proposed land use and the expected wastewater flows generated by the currently entitled land use and the proposed Pointe*Anaheim development. The entitled flow, based on the SCASDS, is 0.32 MGD and the proposed flow is 0.53 MGD. The flow increase is 0.21 MGD which represents an incremental increase of 66% over the entitled sewer flows.

The sewer flows from Pointe*Anaheim will be conveyed to the Katella sewer system via collector sewers in Disney Way/Harbor Boulevard as well as Clementine. The incremental increase of 0.21 MGD suggests a capacity shortfall in the Katella sewer system.

Capacity limitations associated with the Katella sewer system can be mitigated through the implementation of a new sewer in Katella Avenue to redirect flows originating east of Interstate 5, and currently tributary to Basin 8, to the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard.

The City's updated Interflo sewer model will be used to input the Pointe*Anaheim flows when the model becomes available. The results of the model will be the basis for further documentation of the impacts of the incremental flows from the project on the Katella sewer system.

ANAHEIM STADIUM AREA MASTER LAND USE PLAN EIR

The City of Anaheim is currently preparing the EIR for the Anaheim Stadium Area Master Land Use Plan (ASAMLUP). The City's Sewer Basin 8 extends into the ASAMLUP study area and was previously analyzed with the South Central Area Sewer Deficiency Study (SCASDS), January 1993, 2nd Revision. The proposed land uses within the ASAMLUP are different, with generally higher densities, than the land use designated when the SCASDS was conducted. The City is currently updating their Interflow Model which will include known flow changes affecting the South Central Area sewer basins, as well as the proposed land use changes from the ASAMLUP tributary to Sewer Basin 8. The proposed land use changes are shown in the attached Table 3-1, taken from the ASAMLUP Draft EIR, and indicate an overall increase in land use densities. As such, an increase in flows is expected for Basin 8 from within the ASAMLUP tributary areas.

Additional flows are expected from within the ASAMLUP, tributary areas to Basin 8 and the Katella sewer system. The City is currently analyzing the ASAMLUP sewer system and the results will be available in the near future. Incremental increases to the Katella sewer originating from the ASAMLUP suggest a potential capacity concern in the Katella sewer.

Capacity limitations associated with the Katella sewer system can be mitigated through the implementation of a new sewer in Katella Avenue to redirect flows originating east of Interstate 5, and currently tributary to Basin 8, to the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard.

MITIGATION MEASURES

Based on the incremental increases in sewer flows from the project over entitled limits, and the probable capacity shortfall in the Katella sewer system, the following mitigation measure for the Katella sewer system is recommended:

Prior to the first final building and zoning inspection, a public sewer line shall be constructed in Katella Avenue from a point east of the I-5/Anaheim Boulevard to State College Boulevard.

Sizing and implementation will be as follows:

1. Analyze the Pointe*Anaheim sewer flows with the City's updated Basin 8 model to determine local sewer impacts and downstream impacts to the Katella sewer system.
2. Determine the size and limits of a new public sewer in Katella, east of Interstate 5, to intercept and redirect flows from the ASAMLUP tributaries, equivalent to 0.21 MGD, to the Orange County Sanitation District's Newhope-Placentia Trunk in State College Boulevard.
3. Pay the fair share cost for the design and construction of a sewer to convey the equivalent 0.21 MGD, which is the incremental increase over the entitled flows from the Pointe*Anaheim development.
4. Coordinate all analysis, findings, and conclusions for approval with the City of Anaheim.

Attachments

LEGEND

-  South Central Area Sewer Deficiency Study Basin 8
-  Anaheim Stadium Area MLUP
-  Pointe*Anaheim

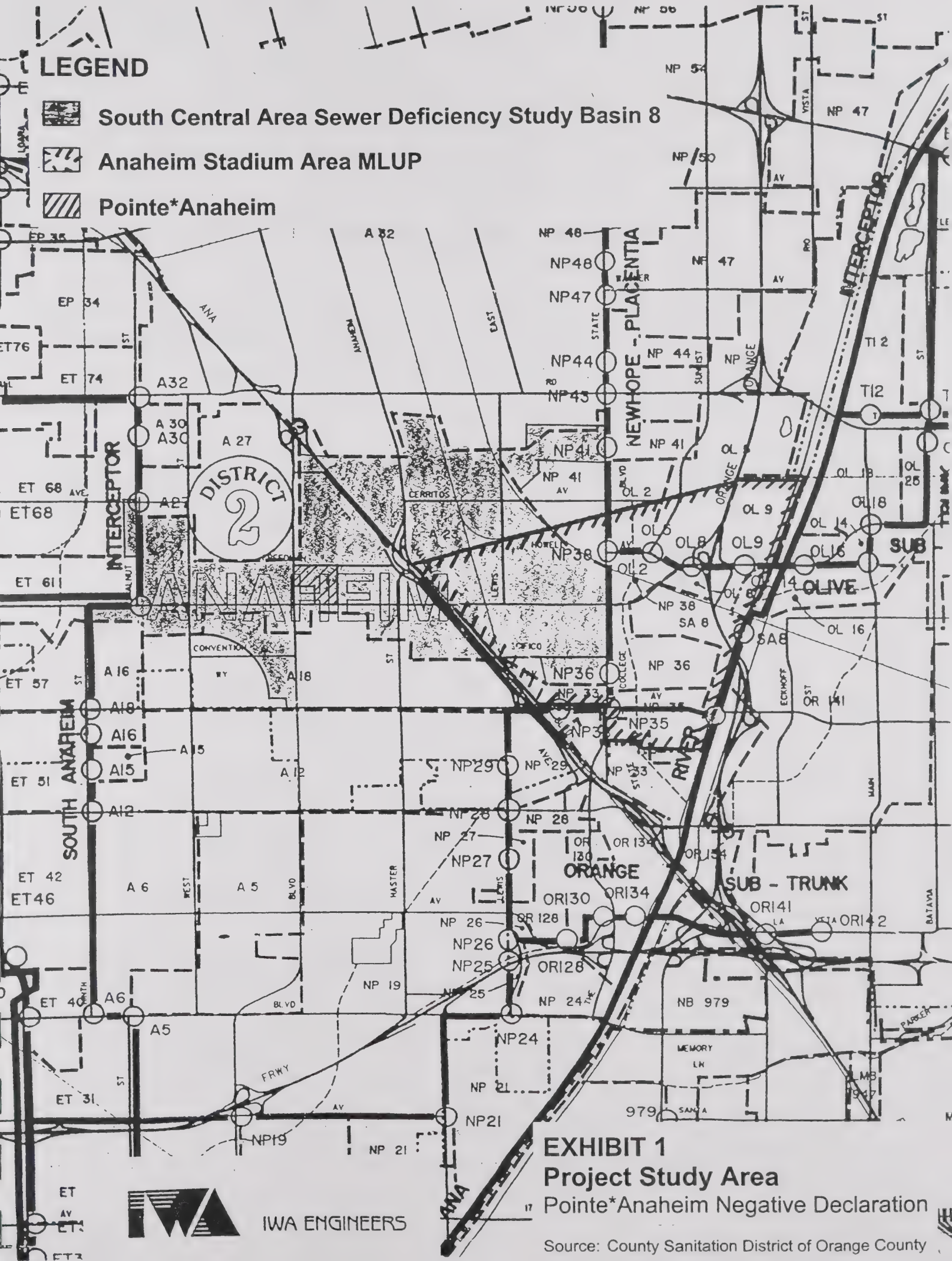


EXHIBIT 1
Project Study Area
 17 Pointe*Anaheim Negative Declaration

Source: County Sanitation District of Orange County



IWA ENGINEERS

Table 1

**Pointe*Anaheim
Negative Declaration**

Entitled and Proposed Build-out Land Use Statistics

Planning Area Number	Land Use	Area	Quantity	Unit	Quantity	Net Area (acres)	Net Density (Units/Ac)
Disneyland Resort EIR Land Use							
	East Parking Area Structure	SF	7,000,000			28.4	75
Total:						28.4	
Current City of Anaheim Entitlement							
	Hotel\Commercial			Rooms	2130	28.4	75
Total:						28.4	
Proposed Pointe*Anaheim Development							
H1	Hotel	SF	923800	Rooms	1050		75
	SubTotal				1050		
T1	Entertainment (Theatre A)	SF	43400	Seats	2350		
T2	Entertainment (Theatre B)		27700		1500		
T3	Entertainment (Theatre C)		13900		750		
	SubTotal		85000		4600		
R1	Retail (Specialty)	SF	335000				
	SubTotal		335000				
S1	Restaurant (Specialty)	SF	80000	Seats	3200		
S2	Restaurant (High-Turnover)		60000		2400		
	SubTotal		140000		5600		
C1	Entertainment (Night Club)	SF	40000	Seats	1600		
	SubTotal		40000		1600		
E1	Entertainment (Games/Video Arcade)	SF	25000				
E2	Entertainment (Museum)		25000				
	SubTotal		50000				
P1	Parking (Car)	SF	1475233	Spaces	4428		
P2	Parking (Bus)		16767		25		
	SubTotal		1492000				
F1	Fun Zone	SF	141200				
	SubTotal		141200				
Total:			1715000	(not including parking)			
FAR =			1.39				

Table 2

**Pointe*Anaheim
Negative Declaration**

**Wastewater Flows
City of Anaheim & City of Los Angeles Flow Factors**

Basin	Land Use	Gross Area (acres)	Unit	Quantity	Wastewater Duty Factor (gpd/unit, Ac, SF, or seat) (1)	Average Dry Weather Flow (gpd)	Average Dry Weather Flow (cfs)	Peak Dry Weather Flow (cfs) (2)
South Central Area Sewer Deficiency Study								
	Hotel\Commercial	28.4			3500 gpd/AC	99400	0.154	0.308
Totals:		28.4				99400	0.154	0.308
MGD =							0.099	0.199
Current City of Anaheim Entitlement								
	Hotel\Commercial	28.4	Rooms	2130	150 gpd/unit	319500	0.494	0.989
Totals:		28.4		2130		319500	0.494	0.989
MGD =							0.320	0.639
Proposed Pointe*Anaheim Development								
	Hotel (Specialty)		Bed	1050	150 gpd/unit	157500	0.244	0.487
	Entertainment (Theater)		Seat	2350	5 gpd/seat	11750	0.018	0.036
	Entertainment (Theater)		Seat	1500	5 gpd/seat	7500	0.012	0.023
	Entertainment (Theater)		Seat	750	5 gpd/seat	3750	0.006	0.012
	Retail (Specialty)		SF	335000	0.1 gpd/SF	33500	0.052	0.104
	Restaurant (Quality)		Seat	3200	50 gpd/seat	160000	0.248	0.495
	Restaurant (High Turnover)		Seat	2400	50 gpd/seat	120000	0.186	0.371
	Entertainment (Club/Lounge)		Seat	1600	20 gpd/seat	32000	0.050	0.099
	Entertainment (Games)		SF	25000	0.1 gpd/SF	2500	0.004	0.008
	Entertainment (Museum)		SF	25000	0.1 gpd/SF	2500	0.004	0.008
	Parking		SF	1492000	0.0 gpd/SF	0	0.000	0.000
	Fun Zone		SF	141200	0.0 gpd/SF	0	0.000	0.000
	SUBTOTAL:					531000	0.822	1.643
	CHANGE (vs. South Central Area Sewer Study):					431600	0.668	1.335
	CHANGE (vs. Entitlement):					211500	0.327	0.654
Totals:						531000	0.822	1.643
MGD =							0.531	1.062

(1) Wastewater Duty Factors based on City of L.A. Criteria provided by the City of Anaheim on 6/16/98

(2) Peak Dry Weather Flow based on peaking factor equal to 2.0 times Average Dry Weather Flow.

TABLE 3-1
MAXIMUM ALLOWABLE DEVELOPMENT BY MLUP DISTRICT

DISTRICT	USE	EXISTING SQ. FT.	PROPOSED PROJECT SQ. FT.	TOTAL ALLOW. SQ. FT.
Existing District	Industrial	3,358,374	126,862 126,862	3,485,236
Gene Autry District	Office Retail	806,538	116,141 116,140 232,281	1,038,819
Arrowhead Pond District	Office Retail Hotels	1101215*	356,484 71,297 166,359 594,140	1,695,355
Katella Corridor District	Industrial Office Retail Hotels	2,934,392	(216,210) 1,220,322 248,584 790,949 2,043,645	4,978,037
Gateway District	Industrial Office Retail Hotels	537,043	(401,955) 178,338 16,005 34,295 (173,317)	363,726
Sportstown District	Entertainment Retail		0	1,700,000
TOTAL			2,823,611	13,261,173
* Includes a 982,000 square foot mixed use center (Anaheim Corporate Center) currently being entitled under a separate environmental document. Source: Spectrum Group, July 1998				

2/5



CITY OF ANAHEIM, CALIFORNIA

Public Works Department
P.O. Box 3222, Anaheim, California 92803 (714) 254-5176 FAX (714) 254-5225

April 24, 1996

RECEIVED

APR 26 1996

Mr. Rick Kreuzer
UMA Engineering, Inc.
17762 Cowan Street
Irvine, CA 92714

SUBJECT: SEWER SIZES
KATELLA AVENUE SMART STREET IMPROVEMENT
SANTA ANA (I-5) FREEWAY TO BEACH BOULEVARD (SR-39)

Dear Mr. Kreuzer:

Upon further review of the Master Plan of Sewers and based on additional flows for the Convention Center expansion, attached are sheets showing proposed sewer sizes for Katella Avenue, Harbor Boulevard and West Street. The sizes are based on the slopes used in the Master Plan of Sewers. If different slopes are being used, the sizes may need changing. The flows shown are based on the flows from the north side of Katella Avenue being intercepted into the parallel line, and those from the south side continuing into the existing line.

A parallel 18" line ($Q=2.5\text{MGD}$, $D/d=0.68$ for $s=0.0022$) is to be installed on the west side of Harbor Boulevard north of Katella Avenue. The flows into the existing 8" line (0.15MGD) on the west side can be taken into this 18" line with the 8" line to be abandoned. Flows from the east side of Harbor Boulevard would continue into the existing 15" line ($Q=0.6\text{MGD}$, $D/d=0.38$ for $s=0.0022$).

A 21" parallel sewer in Katella Avenue west of Harbor Boulevard would intercept all of the flow from Harbor Boulevard north of Katella Avenue ($Q=3.25\text{MGD}$, $D/d=0.65$ for $s=0.0018$). The flow from Katella Avenue east of Harbor Boulevard (3.8MGD) and from Harbor Boulevard south of Katella Avenue (0.2MGD) would continue into the existing 24" line in Katella Avenue ($Q=4.0\text{MGD}$, $D/d=0.59$ for $s=0.0018$).

On West Street north of Katella Avenue, the existing 10" line would remain (0.15MGD). A 15" parallel line would be constructed on the east side with a stub for the future Disney expansion ($Q=1.25\text{MGD}$, $D/d=0.6$ for $s=0.002$). Both these lines would connect into the parallel line in Katella Avenue. On Katella Avenue west of West Street, the parallel line would increase from 21" to 24" ($Q=4.75\text{MGD}$, $D/d=0.67$ for $s=0.0018$) and connect to the Sanitation District line at Walnut Street.

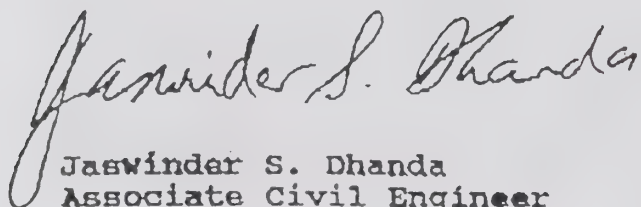
page 2

SUBJECT: SEWER SIZES
KATELLA AVENUE SMART STREET IMPROVEMENT
SANTA ANA (I-5) FREEWAY TO BEACH BOULEVARD (SR-39)

On West Street south of Katella Avenue, the existing 8" line would be replaced with a 15" line and extended southerly for the Convention Center ($Q=0.95$ MGD, $D/d=0.56$ for $s=0.0013$). This 15" line would connect into the existing 24" line in Katella Avenue ($Q=5.35$ MGD, $D/d=0.72$ for $s=0.0018$). With additional flow being added west of West Street, the criteria for a maximum D/d of 0.75 would be exceeded ($Q=5.65$ MGD, $D/d=0.76$ for $s=0.0018$). A cross connection to the parallel sewer would be needed west of West Street.

If there are any questions or if further information is needed, please contact me at (714) 254-5100 extension 5824.

Sincerely,



Jaswinder S. Dhanda
Associate Civil Engineer

JSD:jd

c. file

APPENDIX G
ELECTRICITY REPORT

DATE:

12/21/98

IWA JOB NUMBER:

507.01

TO:

Joan Kelly

FAX NUMBER:

(714) 444-9599

FROM:

Kelly Nolan

COPIES TO:**RE:****POINTE*ANAHEIM NEGATIVE DECLARATION – POWER DEMAND STUDY**☐ URGENT☐ FOR REVIEW☐ PLEASE RESPOND☐ FOR YOUR RECORDS☐ FAX☐ MAIL☐ E-MAIL☐ NEXT DAY☐ COURIEREXECUTIVE SUMMARY

This report is the analysis of the electrical demand of the Pointe* Anaheim development in comparison with the previous entitlement. The project site (29.1 acres) is within the area identified as the Disneyland Resort Specific Plan (SP92-1) District A (encompassing 18.9 acres) and a portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way (encompassing 10.2 acres). This area is permitted a maximum density of the traffic equivalent of 75 hotel rooms per acre. Using the equivalent number of hotel rooms for the calculations of the electrical demand, the entitlement for the project area is estimated to be 9.4 Mega-Volt amps (MVA) and the estimated new load is 14.1 MVA (a 50% increase).

The estimated new load is significantly greater than the entitlement; however, discussions with City personnel indicate that the overall impact to the Disneyland Resort Specific Plan is not significant enough to require mitigation measures, beyond those proposed, to change the City's proposed electrical distribution system (per the previous EIRs).

STUDY AREA

The Pointe*Anaheim project is located just south-east of the Disneyland Park and is bordered by Disney Way/Freedman Way to the north, Harbor Boulevard to the west, Katella Avenue to the south and Clementine Street to the east. The existing development at the south-west corner of the boundary is to remain and is not part of Pointe*Anaheim development. The project site is designated as part of District A and the southeastern portion of the Commercial Recreation (C-R) Overlay area in The Disneyland Resort Specific Plan.

EXISTING CONDITIONS

The Pointe*Anaheim project site is approximately 29.1 acres and the existing use includes a church and hotels on the northern portion of the project. The southern portion of the project is occupied by a small retail center, a restaurant, motels and vacant parcels and the eastern portion of the project area is occupied by the new Anaheim Fire Station #3 and vacant small industrial uses.

A single circuit from the Katella Substation serves the project site.



PROJECT BACKGROUND AND ENTITLEMENT

The project area was previously identified as part of the 30.1 acre East Parking Area of The Disneyland Resort Specific Plan. Since the property was not acquired by the Walt Disney Company for the parking facility, the Pointe*Anaheim project is proposed to be developed but within the constraints of The Disneyland Resort Specific Plan. Although this proposed improvement is not specifically identified on the Disneyland Resort Specific Plan for the project site, a new circuit was identified in the previous EIR to serve the Resort area.

According to the provisions of the C-R Overlay Zone, the project site is permitted a maximum density of the traffic equivalent of 75 hotel rooms per acre. The project site of 29.1 acres is therefore entitled for the traffic generation density equivalent of 2,130 hotel rooms. Using an assumed area of 880 square feet per room, including the supporting areas, such as the lobby, ballrooms, etc., the calculated total hotel space for the previously entitled project is 1,874,400 square feet. Demands from the entitled project are shown in Table 1. Expected demand from the entitled project (hotel and parking) is 9.4 MVA/Day.

PROPOSED POINTE*ANAHEIM PROJECT

The proposed project consists of not only hotel land use (and associated parking areas) per the entitled project but also retail, entertainment, theatre, and restaurant land uses. The demands for the proposed project are also included in Table 1. The expected demand for the Pointe*Anaheim project is 14.1 MVA/Day, an increase of 50% over the demand of the entitled project.

The current electrical distribution system servicing the project area is not sufficient to provide for the project demand load. Discussions with City Public Works and Planning Departments indicate the electrical service is available, but that additional circuits are necessary to meet forecasted demand loads.

MITIGATION MEASURES

Based upon comments from, and discussions with, the City, the following three mitigation measures are included:

Prior to issuance of the first building permit, the property owner/developer shall install electrical and communication conduit and substructures within the development site to provide for electrical distribution to serve the various uses within the development.

Prior to issuance of the first building permit, the property owner/developer shall pay fees in accordance with the Anaheim's Electric Rates, Rules & Regulations for installation of backbone cables, switches and related facilities to provide electrical distribution within the development site.

Prior to issuance of each building permit, the property owner/developer shall pay fees in accordance with the Anaheim's Electric Rates, Rules & Regulations for electrical commercial/industrial services for specific uses within the development site.

Table 1

**Pointe*Anaheim
Negative Declaration**

Entitled and Proposed Build-Out Land Use/Power Demand Statistics

Planning Area Number	Land Use	Area (SF)	Note	Quantity (SF)	Average Load Demand per Square Foot (VA)	Average Peak Demand (VA)	Unit	Quantity
Current City of Anaheim Entitlement								
	Hotel\Commercial	SF	(7)	1,874,400	4.8	8,997,120	Rooms	2130
	Parking (Car)	SF	(8)	745,500	0.5	372,750	Spaces	2130
Total:						9,369,870		
Proposed Pointe*Anaheim Development								
H1	Hotel	SF	(7)	924,000	4.8	4,435,200	Rooms	1050
	SubTotal			924,000		4,435,200		1050
T1	Entertainment (Theatre A)	SF		43,400	12.7	551,180	Seats	2350
T2	Entertainment (Theatre B)			27,700	12.7	351,790		1500
T3	Entertainment (Theatre C)			13,900	12.7	176,530		750
	SubTotal			85,000		1,079,500		4600
R1	Retail (Specialty)	SF		335,000	8.6	2,881,000		
	SubTotal			335,000		2,881,000		
S1	Restaurant (Specialty)	SF		80,000	14.5	1,160,000	Seats	3200
S2	Restaurant (High-Turnover)			60,000	14.5	870,000		2400
	SubTotal			140,000		2,030,000		5600
C1	Entertainment (Night Club)	SF	(1)	40,000	14.5	580,000	Seats	1600
	SubTotal			40,000		580,000		1600
E1	Entertainment (Games/Video Arcade)	SF	(2)	25,000	12.7	317,500		
E2	Entertainment (Museum)	SF	(3)	25,000	10.1	252,500		
	SubTotal			50,000		570,000		
P1	Parking (Car)	SF	(4)	1,475,233	0.5	737,616	Spaces	4428
P2	Parking (Bus)	SF	(4)	16,767	0.5	8,383		25
				1,492,000		746,000		4453
E3	Rooftop Entertainment Center	SF	(2)	141,200	12.7	1,793,240		
Total:			(5)	14,114,940				

Notes:

1. Average peak demand estimate is based on restaurant 14.5 VA per square foot.
2. Average peak demand estimate is based on movie theater 12.7 VA per square foot.
3. Average peak demand estimate is based on insititutional 10.1 VA per square foot.
4. Average peak demand estimate is based on two Center Street Promenade Streets Parking structures 0.5 VA per square foot.
5. Total does not reflect diversity.
6. Construction Start Date is 4/99.
7. Hotel building area is based on assumed 880 square feet per room.

APPENDIX H
HAZARDOUS MATERIALS REPORT

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

for

POINTE ANAHEIM
1700 South Harbor Boulevard
400 West Freedman Way
1731-1741 and 1751-1755 South Clementine Street
301 and 401-409 West Katella Avenue
Anaheim, California
92802

April 17, 1998

prepared for:

WESTERN ASSET MANAGEMENT
and Its Successors and Assigns

and

EXCEL REALTY TRUST, A MARYLAND CORPORATION
and Its Successors and Assigns

and

THE ANAHEIM ENTERTAINMENT CENTER
and Its Successors and Assigns

c/o Mr. Robert Shelton
30 Via Lucca, Suite F-102
Irvine, California 92612

prepared by:

NORTHWEST ENVIROCON, INCORPORATED
430 North Vineyard Avenue, Suite 101
Ontario, California
91764

(909) 390-2404

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Clients: Western Asset Management,
Excel Realty Trust, a Maryland Corporation,
and The Anaheim Entertainment Center

c/o Mr. Robert Shelton
30 Via Lucca, Suite F-102
Irvine, California 92612

Point of Contact: Mr. Robert Shelton

Property: Pointe Anaheim
1700 South Harbor Boulevard
400 West Freedman Way
1731-1741 and 1751-1755 South Clementine Street
301 and 401-409 West Katella Avenue
Anaheim, California 92802

Key Site Managers: Mr. Jeff Kok, owner of the Anaheim Plaza Hotel
Mr. Charlie Stanfill, services supervisor of Melodyland
Carl Zaby, owner of the Rip Van Winkle Motel

Environmental
Assessor: David W. Copp, Registered Environmental Assessor #05148

Assessor's Parcel #s: 82-27-36, -43, -47, -48, -50, -51, -63, -64, -65
and 82-433-03, -06, -07, -08

S.I.C. Code: Not provided

Major Commercial
Activity: Multiple usage (commercial and light industrial)

Project Number: 05-001378

Report Date: April 17, 1998

Legal Description:

A portion of the southern one-half of the southeast one-quarter of section 22,
township 4 south, range 10 west, within the city of Anaheim, county of Orange.

EXECUTIVE SUMMARY

At the time of the site inspection, the property consisted of several parcels of land totaling approximately 30 acres, and occupied by a 2-story multi-building hotel complex (1700 South Harbor Boulevard), a 2 and 3-story multi-building church complex (400 West Freedman Way), two single-story light industrial structures (1731-1741 and 1753-1755 South Clementine Street), two 2-story motel structures (301 West Katella Avenue), and a single-story retail building (401-409 West Katella Avenue) all located in Anaheim, California (subject Property). These structures totaled approximately 500,000 square feet and occupied approximately 20 percent of the subject Property. The remaining 80 percent consisted of undeveloped land, asphalt paved parking areas, and landscaped planters. The structures were occupied by commercial and light industrial tenants and were located in a commercial and light industrial area of Anaheim. During the site inspection, the subject Property appeared in good condition and adequately maintained.

From a review of historical information, it can be concluded that the subject Property was initially structurally developed in the late 1950s and early 1960s with many of the current structures. Several additional structures were added to the hotel and church sites since that time. Prior to the late 1950s, the subject Property was agricultural land. The neighboring properties were also predominantly agricultural land prior to the late 1950s. Since the late 1950s, the general area surrounding the subject Property has been increasingly developed with commercial and light industrial structures in conjunction with the development of the nearby Disneyland complex.

As a result of the site reconnaissance, records research, historical investigation, and review of federal, state, and local reported environmental information, this Assessment identified no obvious evidence of recognized environmental conditions that could potentially impact the subject Property, with the exception of:

- A Chevron gasoline station formerly occupied the northwest corner of the subject Property from approximately the early 1960s until the early 1980s. Gasoline stations can present an increased level of environmental concern due to the potential for subsurface leakage from UST systems, oil/water clarifiers, and hydraulic lifts. File information provided by the Orange County Health Care Agency (OCHCA) and the Anaheim Fire Department (AFD) indicates that while the former USTs were removed in 1982, no subsurface soil sampling was performed. It is possible that petroleum contamination exists in the soils underneath the subject Property. A subsurface investigation would be necessary to determine if the former Chevron station's USTs and/or business practices have environmentally impacted the subject Property. In addition, several circular patched areas, potentially indicative of a previous subsurface investigation, were observed on the asphalt lot in the area of the former Chevron station. However, no prior environmental documentation was provided to, or revealed by Northwest Envirocon, Inc. (NWE), during this investigation.
- The two light industrial structures on the subject Property (1731-1741 and 1751-1755 South Clementine Street) were not inspected due to a lack of permissible access at the time of the site visit. A physical inspection of the buildings' interiors as well as the surrounding grounds would be required to more adequately assess the potential for environmental impact from the current or previous light industrial tenants.

(continued on the next page)

- During on-site observations suspect ACMs were identified in all of the inspected subject buildings, including, but not necessarily limited to: texturized ceiling material, 12"x12", 2'x4', and 4'x4' ceiling tiles, vinyl flooring, sheetrock/joint compound, plaster, pipe joint insulation, spray-applied beam insulation, exterior stucco and roofing materials. All observed materials appeared to be well maintained. As defined in NESHAPs §61.141, the observed materials may be classified as suspect regulated ACMs. Prior to any demolition, renovation, or any other activity that may disturb these materials, either an inspection should be performed by an accredited Building Inspector or the materials should be handled as asbestos-containing.

During the course of the site visual and physical inspection, interviews, document review, and records research, no further potential environmental risks or recognized environmental conditions indicating the presence of hazardous conditions were observed or discovered.

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PHASE I ENVIRONMENTAL SITE ASSESSMENT OVERVIEW

Purpose:

The purpose of this Phase I Environmental Site Assessment was to investigate, review, assess, and evaluate--through historical research, document and record review, visual or physical observations, and inspection by a trained Assessor--the presence or likely existence of:

- Contamination by hazardous materials, generally recognized environmental contaminants, visible pollutants, underground contaminants, and asbestos-containing materials.
- The possibility that these materials are or may have been introduced--by internal generation, external introduction, or unknown sources--into the structure or subject Property.
- A brief overview, evaluation, and assessment of the severity of the current potential environmental risk based upon known standards or applicable regulations.

Unless specifically noted within the text of this Report, this Phase I Environmental Site Assessment does not include or address groundwater, soil, or extraneous materials contamination upon or under the surface soils, with respect to testing, coring, or sampling analysis.

Protocol:

The procedure for this Phase I Environmental Site Assessment was to perform in practical and reasonable steps--employing currently available technology, existing regulations, and generally acceptable engineering practices--an investigation to ascertain the possibility, presence, or absence of environmental releases or threatened releases as limited by the Scope of Work.

Objectives:

- To attempt to accomplish all appropriate inquiry into previous ownership and uses of the subject Property consistent with good commercial or customary practice, in an effort to minimize liability and assist ownership's positioning within the "safe harbor" section of the Federal Superfund liability in 42 U.S.C. 9601(35).
- To provide environmental information that will assist in evaluating ownership's risk of potential loss or value impairment of the security interest, due to environmental defects. To provide information for decisions and operational limitations concerning the National Pollution Contingency Plan Under CERCLA, Lender Liability Final Rule 40 CFR Part 300 XI.

While this Phase I Environmental Site Assessment cannot absolutely quantify and qualify every possible past and present environmental risk, the assessment does provide a partial information basis for reasonable decision making regarding the potential for environmental liabilities and risk, based upon the current site-specific situation, assessment limitations, and methods of evaluation.

GENERAL SITE RECONNAISSANCE OVERVIEW

Northwest Envirocon, Incorporated (NWE) was retained by Western Asset Management to perform a Phase I Environmental Site Assessment for the site located at 1700 South Harbor Boulevard, 400 West Freedman Way, 1731-1741 and 1751-1755 South Clementine Street, 301 and 401-409 West Katella Avenue in Anaheim, California. The subject Property location is shown on Plates 1 and 2 in the appendix. The subject Property was located in a mixed commercial and light industrial area of Anaheim, and was occupied by hotel, church, light industrial, motel and retail structures at the time of the site visit. Three of the parcels (1731-1741 and 1751-1755 South Clementine Street; and 401-409 West Katella Avenue) within the larger subject Property were not fully inspected due to a lack of permissible access at the time of the site visit.

For further geographic reference, the subject Property is an approximate 30-acre L-shaped parcel located within the city block bounded by South Harbor Boulevard to the west, West Freedman Way to the north, South Clementine Street to the east, and West Katella Avenue to the south, as identified on the Orange County Assessor's Parcel Map. A copy of this map is included in the appendix.

Mr. Jeff Kok, owner of the Anaheim Plaza Hotel property; Mr. Charlie Stanfill, services supervisor with Melodyland Christian Center; and Mr. Carl Zaby, owner of the Rip Van Winkle Motel, were identified as the "Key Site Managers" for their respective sites. The Key Site Manager is that person having the most reliable knowledge as to the previous uses and current conditions of the subject Property, and in a position to provide reasonably accurate information for the Field Screen Questionnaire. The Field Screen Questionnaires were not returned to NWE prior to the issuance of this Report. A blank copy of one of these questionnaires is included in the appendix of this Report. Key Site Managers were not available for three of the properties (the two light industrial structures at 1731-1741 and 1753-1755 South Clementine Street, and the multi-tenant retail structure at 401-409 West Katella Avenue), and inspections of those sites were generally limited to areas visible from public sidewalks, streets and accessible adjoining properties. In addition, the Anaheim Plaza Hotel property (1700 South Harbor Boulevard) was only inspected from publicly accessible areas (hotel lobby, grounds, hallways, etc.) since the site manager, Mr. Raj Patel, did not meet with the NWE Assessor at the time of the site visit.

The site inspection was conducted on March 31, 1998, by David W. Copp, Registered Environmental Assessor (REA) with NWE. Mr. Copp was accompanied by Mr. Charlie Stanfill and Mr. Carl Zaby during the inspections of their respective sites. The weather during the site inspection consisted of partly cloudy skies with temperatures in the 60s. The soils of the subject Property were wet from recent rain.

Previous Environmental Documentation:

According to the Key Site Managers, no previous environmental assessment information was reported to exist concerning the subject Property.

SUBJECT PROPERTY SITE DESCRIPTION

Physical Setting Source:

The subject Property's physical location was researched employing a United States Geological Survey (USGS) 7.5 Minute Topographic Quadrangle (Quad) Map relevant to the subject Property. The USGS 7.5 Minute Quad Map has an approximate scale of 1 inch to 2,000 feet, and shows physical features such as wetlands, water bodies, roadways, mines, and buildings.

The physical and natural features illustrated on the Quad Map served as areas of visual emphasis when conducting the site inspection of the subject Property. The USGS 7.5 Minute Quad Map was used as the only Standard Physical Setting Source, and is sufficient as a single reference. A copy is included in the appendix.

The Anaheim Quad Map (dated 1965, photorevised 1981) shows no physical features that may have environmentally impacted the subject Property. The following physical features were identified on this Quad Map: the present day hotel buildings, the main Melodyland auditorium structure, the two light industrial structures, the motel structures and the retail building are identified on the subject Property. Freedman Way, then an electrical transmission line right-of-way, followed by commercial structures and the I-5 Freeway, are to the north. Light industrial and commercial structures, then the I-5 Freeway, are to the east. West Katella Avenue, then a mobile home park, are to the south. Motel structures and South Harbor Boulevard, then motel structures and the Disneyland parking area, are to the west. No mines, wells, wetlands, or aboveground tanks were mapped in the general area of the subject Property. The elevation of the site is approximately 135 feet above mean sea level with a gradual slope toward the southwest.

Visual Description:

At the time of the site inspection, the subject Property consisted of several parcels of land totaling approximately 30 acres, and occupied by a 2-story, eight structure, 297 room hotel complex (1700 South Harbor Boulevard); a 2 and 3-story multi-building church complex (400 West Freedman Way); two single-story light industrial structures (1731-1741 and 1753-1755 South Clementine Street); two 2-story motel structures (301 West Katella Avenue); and a single-story multi-tenant retail building (401-409 West Katella Avenue), all located in Anaheim, California. These structures totaled approximately 500,000 square feet and occupied approximately 20 percent of the subject Property. The remaining 80 percent consisted of undeveloped land, asphalt paved parking areas, and landscaped planters. The structures were occupied by commercial and light industrial tenants and were located in a commercial and light industrial area of Anaheim. Vehicle access to the subject Property was from several entrances off all four adjoining streets. During the site inspection, the subject Property generally appeared in good condition and adequately maintained. The following is a general description of the development observed on the subject Property:

1700 South Harbor Boulevard: The Anaheim Plaza Hotel consists of approximately eight buildings of various sizes housing 297 hotel rooms, several conference rooms, a main lobby, a restaurant, several small gift shops, and a rental car office. The site manager, Mr. Raj Patel did not meet the NWE Assessor as previously arranged, and therefore, access to this parcel during the site visit was limited to publicly accessible areas such as the main lobby, hallways and surrounding grounds. Observations made in the area of the former Chevron station (at the northwest corner of the hotel parcel) revealed this area was an asphalt parking lot, slightly higher in elevation than the other contiguous parking areas to the south and east. In addition, several circular patched areas, potentially indicative of a previous subsurface investigation, were observed on the asphalt lot in the area of the former Chevron station.

400 West Freedman Way: The Melodyland Christian Center consists of one large circular auditorium structure, three 2-story structures (offices, meeting rooms, storage/maintenance rooms, and classrooms), and one 3-story structure (offices, meeting rooms, and storage rooms). The Melodyland property has apparently always been used for church-related purposes.

1731-1741 South Clementine Street: This is a single-story multi-tenant light industrial structure occupied by several commercial tenants. Access to this site was limited to publicly accessible areas. No exterior hazardous materials storage or obvious evidence of surface contamination was noted at this site. A physical inspection of the building interior as well as the surrounding grounds would be required to more adequately assess the potential for environmental impact from the current or previous tenants.

1751-1755 South Clementine Street: This is a single-story unoccupied light industrial structure. Access to this site was limited to publicly accessible areas due to a locked perimeter fence and exterior doors. Approximately 10 apparently empty plastic drums were noted stored on the rear parking area. However, no exterior hazardous materials storage or obvious evidence of surface contamination was noted at this site. A physical inspection of the building interior as well as the surrounding grounds would be required to more adequately assess the potential for environmental impact from previous tenants.

301 West Katella Avenue: The Rip Van Winkle motel consists of two 2-story, L-shaped buildings facing onto a central asphalt parking area and two swimming pools. Several rental rooms and two water heater rooms were inspected. A small coffee shop (no longer in business) occupies the southern end of the western building. Keys were not available for this area during the site visit. The Zaby family has owned the site since approximately 1968, and it has reportedly been used as a motel since its construction.

401-409 West Katella Avenue: This is a single-story, rectangular-shaped multi-tenant building with surrounding asphalt parking areas. Three commercial tenants (a restaurant and two gift shops) occupy the structure. Access to this site was primarily limited to publicly accessible areas, although a brief interior inspection was performed in the two gift shops.

At the time of the site inspection, the subject Property was bordered by the following: to the north by West Freedman Way; to the east by South Clementine Street, to the south by West Katella Avenue; and to the west by motel structures and South Harbor Boulevard.

Surface Characteristics:

At the time of the site inspection, approximately 50 percent of the subject Property consisted of impermeable surfaces such as the various structures and asphalt paved areas. The remaining 50 percent consisted of undeveloped land largely covered with six-inch to four-foot high native grass and weeds, as well as landscaped planters, which included non-native trees, shrubs, and grass. The native vegetation and man-made landscaping appeared to be in good condition with no signs of unnatural or chemically induced stress. Minor surface staining was observed on the asphalt parking areas, and was likely the result of leaking customer and tenant vehicles. Although no pits, ponds, swales, dry wells, or lagoons were observed on the subject Property, several small areas of ponded rainwater were noted on the undeveloped portions of the subject Property.

The overall terrain appeared to slope gradually to the south, and surface and storm water run-off is primarily expected to flow directly onto the adjoining roadways. However, two exterior surface drains were noted at the hotel site, which are expected to be connected to the municipal sewer system. These drains were inspected and appeared to be in good visible condition, with no staining observed around their perimeters or in their interiors. Interior floor drains were observed in the boiler room and maintenance rooms within the Melodyland site at the subject Property. These interior floor drains were utilized for water and washwater drainage from the boiler room and maintenance operations. No surface staining was noted around their perimeters or in their interiors.

Subsurface and Hydrological Characteristics:

Anaheim is located in the central coastal plain portion of Orange County, which is characterized by the Brea and Fullerton Hills to the north, the Santa Ana Mountains to the northeast, and the Pacific Ocean to the south and west. The subsurface features of the coastal plain are related to erosion of the nearby hills and mountains resulting in the filling of the coastal plain with alluvial materials, dating from the Holocene period (source: Geologic Map of Orange County; California Division of Mines and Geology, 1981).

The soil underlying the subject Property has been characterized as:

Hueneme fine sandy loam - defined as alluvium over 60 inches deep, and characterized by rapid subsoil permeability, moderate water holding capacity, slow surface runoff, low shrink-swell potential, and moderate corrosivity. A typical soil profile consists of a brownish-gray fine sandy loam surface, underlain by a stratified light gray and brownish-gray loamy sand, silt loam, loamy fine sand fine sandy loam and silty clay loam to depths of over 60 inches. Surface slopes are from zero to two percent (source: Soil Survey of Orange County; United States Department of Agriculture, Soil Conservation Service [USDA/SCS], 1978).

It should be noted that the characterization previously described is merely a generalization extrapolated from available soil data. In actuality, the subsurface of the subject Property has likely been modified by cuts and fills for building foundations and underground utilities.

While site-specific groundwater information for the subject Property was unavailable, according to the Anaheim Water Department (AWD), groundwater occurs at approximately 120 feet below round surface, and flows in a southerly direction. However, local groundwater can be influenced by several factors, and may not conform to the regional pattern suggested by the AWD.

HISTORICAL USAGE STANDARD INFORMATION SOURCES

Standard Historical Sources are categorized as either Fifty-Year Complete or Developmental Complete. A Standard Historical Source is considered Fifty-Year Complete if the information contained within the source provides the required information for the previous 50 years in either five year intervals or site milestone events. A Standard Historical Source is considered Developmental Complete if the information contained within the source provides information from the point that the subject Property was initially developed (other than agricultural use) continuously to the present in either five year intervals or site milestone events.

Historical Site Milestones are typically: construction activities that involve structure construction, significant renovation, or remodeling at any location within the subject Property; major changes in the topography or grade of the site; installation or construction of roads, utilities, water or sewer systems; installation, removal, or modification of permanent equipment; or installation, removal, or modification of above or below ground storage tanks.

From a review of historical information, it can be concluded that the subject Property was initially structurally developed in the late 1950s and early 1960s with many of the current structures. Several additional structures were added to the hotel and church sites since that time. Prior to the late 1950s, the subject Property was agricultural land. The neighboring properties were also predominantly agricultural land prior to the late 1950s. Since the late 1950s, the general area surrounding the subject Property has been increasingly developed with commercial and light industrial structures in conjunction with the development of the nearby Disneyland complex.

Fifty-Year Complete Standard Historical Source:

Aerial photographs were reviewed to determine information on past land use patterns of the subject Property back to 1947 to satisfy the Fifty-Year Complete Standard Historical Search. These photographs were reviewed at the Orange County Survey Department, Geomatics Division, and at the Anaheim Library. From this search, the following information was gathered:

- 1947: The subject Property is utilized for agricultural purposes (probably oranges). Orchards and scattered dwellings are to the north. Orchards, then a two lane roadway (location of the future I-5 Freeway), are to the east. West Katella Avenue, then orchards, are to the south. Orchards and South Harbor Boulevard, then orchards and scattered dwellings, are to the west.
- 1952: This aerial photograph is similar to the 1947 aerial photo, with the exception of the I-5 Freeway under construction approximately 0.25 mile to the northeast.

1964: Several of the current hotel and Melodyland structures, the current light industrial buildings, the current motel buildings, the current retail structure, and asphalt parking areas are visible on the subject Property. An apparent gasoline station is visible at the northwest corner of the subject Property [located in the parking area of the current Anaheim Plaza Hotel portion]. The remainder of the subject Property is undeveloped land. West Freedman Way, then a large parking area and hotel and motel structures, are to the north. The southern half of South Clementine Street (the northern half is undeveloped), then undeveloped land, light industrial structures and an apparent gasoline station, are to the east. West Katella Avenue, then undeveloped land, a mobile home park and motels, are to the south. Motel structures and South Harbor Boulevard, then a gasoline station, motel structures and the southern parking area for Disneyland, are to the west.

1970: This aerial photograph is similar to the 1964 aerial photo.

1986: The current hotel, the Melodyland Christian Center, light industrial, motel, and retail structures, and asphalt parking areas are visible on the subject Property. The area where the gasoline station was noted on the subject Property in the 1964 and 1970 photos is now a parking lot within the current Anaheim Plaza Hotel site. The remainder of the subject Property is undeveloped land. West Freedman Way, then a large parking area, hotel and motel structures, and a miniature golf center, are to the north. South Clementine Street, then light industrial and hotel structures, are to the east. West Katella Avenue, then undeveloped land and motels, are to the south. Motel structures and South Harbor Boulevard, then motel structures and the southern parking area for Disneyland, are to the west.

1990: The present day structures, asphalt parking and undeveloped land are visible on the subject Property. The surrounding land usage is similar to that observed during the site visit, with the exception of the Anaheim Fire Department station which is currently located near the northeast corner of the subject Property, but is a parking lot in this photo.

Developmental Complete Standard Historical Source:

Building Permit/Inspection Department-Permit Review: In an attempt to determine the construction date and prior uses of the subject Property, the NWE Assessor reviewed information obtained from the City of Anaheim Building Department for the subject Property address range. The following information was obtained:

City of Anaheim Building Department

1660 South Harbor Boulevard

Permit #21723 Issued March 22, 1982 for the demolition of a gasoline service station owned by Chevron USA.

1700 South Harbor Boulevard

Permit #8463 Issued July 17, 1959 for the initial construction of a motel, hotel and restaurant.

Permit #35677 Issued December 1, 1975 for a 40 room, 21,350 square foot (sf) addition to an existing hotel.

Permit #35677 Issued April 1, 1976 for a 20,846 sf addition to an existing hotel.

400 West Freedman Way (also listed as 10 West Freedman Way)

Permit #10454 Issued December 17, 1962 for a 51,300 sf theater and convention hall.

Permit #6333 Issued September 3, 1965 for a 6,400 sf office, bar and restaurant.

Permit #4945 Issued February 18, 1970 for a 8,160 sf conference room.

Permit #4510 Issued April 27, 1972 for a 5,000 sf office building.

Permit #8944 Issued August 6, 1974 for a 29,760 sf 2-story multi-purpose building.

1731-1741 South Clementine Street

Permit #5987 Issued April 20, 1959 for a 26,400 sf industrial building.

1753-1755 South Clementine Street

Permit #5988 Issued April 20, 1959 for a 14,000 sf industrial building.

301 West Katella Avenue

Permit #A3451 Issued April 4, 1961 for a 31,028 sf motel.

401-409 West Katella Avenue

Permit #A3842 Issued May 3, 1961 for a 11,200 sf commercial building, stores and office.

Although information concerning tenant improvements/alterations and other miscellaneous modifications for the existing structures were located during the research, this information did not contain information relevant to this Report. No past underground storage tank (UST) documentation for the subject Property was located as a result of this search.

City Street Directories:

The NWE Assessor reviewed available city street directories at the Anaheim Library in an effort to determine the prior uses and occupancies of the subject Property. City street directories list property occupants by address, allowing an historical search of tenants on the subject Property. That review revealed the following information for the subject Property address range:

<u>Address</u>	<u>Date</u>	<u>Usage</u>
1660 South Harbor Boulevard	1966 1970-1980 1990	this page missing from directory Chevron Station address not listed
1700 South Harbor Boulevard	1966 1970 1975-1980 1990	this page missing from directory Charter House Hotel Hyatt Hotel Anaheim Plaza Hotel
400 West Freedman Way	1966 1970-1990	Melodyland Restaurant and Theater Melodyland Christian Center
1731 South Clementine Street	1966 1970-1975 1980 1990	Intl. Pipe and Ceramics Interpace Tile California Architectural Miller Tool and Equipment
1733 South Clementine Street	1966-1980 1990	Futurelite Manufacturing Omaha Enterprises
1735 South Clementine Street	1966 1970-1980 1990	Southland Car Wash Supply address not listed S&T Woodworking
1737 South Clementine Street	1966 1970 1975-1990	address not listed Auto and Marine Electric Mobile Truck Brake Co.
1739/41 South Clementine Street	1966-1970 1975-1980 1990	address not listed vacant Boyd Coffee Co.
1751/53 South Clementine Street	1966 1970-1975 1980-1990	Westwood Blueprint Co. Dollar Check Co. vacant
1755 South Clementine Street	1966 1970-1975 1980-1990	address not listed California Nut and Bolt Co. Dollar Check Co.
301 West Katella Avenue	1966-1990	Rip Van Winkles Motel

401 West Katella Avenue	1966 1970-1980 1990	Investment Trends/Real Estate Sir Speedy Printing vacant
403/405 West Katella Avenue	1966-1970 1975 1980-1990	Ruben's Coiffures Intl. Services Agency Brewart Coin and Stamps
409 West Katella Avenue	1966-1970 1975 1980 1990	King's Row Restaurant vacant Mississippi Meat Co. liquor store

Sanborn Maps:

The NWE Assessor attempted to obtain reviewed Sanborn Maps for the general area of the subject Property. Sanborn Maps are detailed drawings which show the location and use of structures on a given property during specific years. These maps were originally utilized by insurance companies to assess fire risk, but are now utilized as a valuable source of historical and environmental risk information. However, no maps were available for the subject Property.

Recorded Land Title Records:

Recorded land titles are records usually maintained by the municipal clerk or county recorder of deeds which detail ownership fees, leases, land contracts, easements, liens, deficiencies, and other encumbrances attached to or recorded against the subject Property in the local jurisdiction having control for or reporting responsibility to the subject Property. Due to state land trust regulations and laws, land title records will often only provide trust names, bank trust numbers, owner's names, or easement holders, and not information concerning previous uses or occupants of the subject Property. Additionally, environmental liens recorded against the subject Property are considered outside the scope of recorded land title records.

For these reasons, this Environmental Site Assessment has relied upon other standard historical information sources assumed to be either more accurate or informative than recorded land titles.

CURRENT USAGE INFORMATION SOURCES: LOCAL AND STATE

Emergency Release Reports/SARA 304:

NWE contacted the Orange County Health Care Agency (OCHCA) in an effort to determine whether hazardous material incidents have been reported at the subject Property addresses, as required by the ERNS Reporting System and SARA Title 304. The OCHCA stated that they have no files for the subject Property addresses.

NWE contacted the Anaheim Fire Department (AFD) in an effort to determine whether hazardous material incidents have been reported at the subject Property addresses, as required by the ERNS Reporting System and SARA Title 304. The AFD indicated no hazardous material incidents had been reported for the subject Property addresses.

The NWE Assessor also reviewed information provided by Environmental Risk Information and Imaging Services (ERIIS) regarding the records of hazardous materials spills or releases reported at the subject Property address, as required by the ERNS Reporting System and SARA Title 304. This review identified no reported releases at the subject Property.

Local/State Waste Disposal Compliance:

According to the respective available Key Site Managers, their businesses on the subject Property complied with local and state waste disposal requirements. No physical or visual indicators of obviously suspicious waste disposal were observed.

VISUAL AND PHYSICAL OBSERVATIONS AND INFORMATION: STRUCTURE AND BUSINESS OPERATIONS

Structure Construction:

At the time of the site visit, the subject Property was occupied by hotel, church-related complex, light industrial, motel and retail structures. The hotel structures consisted of approximately ten, 2-story wood framed and stucco buildings situated on concrete slabs. The flat roofs were covered with asphalt composition materials. Interior finishing materials consisted of drywall walls and texturized ceilings. The Melodyland church buildings were of varying construction and included single, 2 and 3-story buildings of wood and stucco, concrete block and brick, all situated on concrete slabs. The majority of the roofs were covered with asphalt composition materials, with the exception of the 3-story building which was covered with a steel roof deck. Interior finishing materials also varied but primarily consisted of drywall and plaster walls, texturized and acoustical tile ceilings, and floors covered with carpet and vinyl flooring materials. The two single-story light industrial buildings were of concrete block and concrete slab construction, with roofs covered by asphalt composition materials. The interiors of both light industrial buildings were not inspected. The two 2-story motel structures were of wood frame and stucco construction, situated on concrete slabs. The motel roofs consisted of a wood shake covered mansards, with flat asphalt composition covered main roof areas. The single-story retail building was of wood frame and stucco construction set on a concrete slab. The retail building's flat roof was covered with asphalt composition materials.

Interior Configuration:

During the site visit, the subject buildings were divided into several functional areas, depending upon the property usage or tenant requirements, but generally consisted of salesroom, lobby, hallway or other publicly accessible areas; and non-publicly accessible areas such as offices, storage rooms, and tenant spaces. Small restrooms and common areas were also located within the structures.

Business Operations Description:

According to the Anaheim Planning Department, the subject Property was zoned commercial-recreational (zone CR), which includes primarily retail and service businesses. At the time of the site visit, the structures on the subject Property were utilized for a hotel (1700 South Harbor Boulevard), a church (400 West Freedman Way), a multi-tenant light industrial building (1731-1741 South Clementine Street), an unoccupied light industrial building (1751-1755 South Clementine Street), a motel (301 West Katella Avenue), and a multi-tenant retail structure (401-409 West Katella Avenue). In addition, within the main hotel building, several retail and service sub-tenants were noted, including: VIP Tours, Mickey's Corner gift shop, Budget car rental (no auto service areas were observed), the Park Side Grill restaurant, and two small unnamed gift shops. The tenants of the 1731-1741 South Clementine Street light industrial building included: the Anaheim Police Department; Videcam; and ValVerde Construction. Other tenants without exterior signage also may occupy that building. NWE's research indicates no dry cleaners or major manufacturing operations have occupied the subject Property. However, NWE's prior usage research indicates past business usage of the subject Property have included a gasoline station and several light industrial tenants of the two light industrial buildings on the subject Property, as discussed below.

A gasoline station business [Chevron] occupied the northwest corner of the subject Property (former address 1660 South Harbor Boulevard) from approximately the early 1960s until the early 1980s. Gasoline stations can present an increased level of environmental concern due to the potential for subsurface leakage from UST systems, oil/water clarifiers, and hydraulic lifts. File information provided by the OCHCA and AFD indicates that while the former USTs at the site were removed in 1982, no subsurface soil sampling was apparently performed.

Former tenants (with approximate dates of tenancy) of the 1731-1741 South Clementine Street building have included: Intl. Pipe and Ceramics (1966), Interpace Tile (1970-1975), California Architectural (1980), Miller Tool and Equipment (1990), Futurelite Manufacturing (1966-1980), Omaha Enterprises (1990), Southland Car Wash Supply (1966), S&T Woodworking (1990), Auto and Marine Electric (1970), Mobile Truck Brake Co. (1975-1990), and Boyd Coffee Co. (1990). Former tenants (with approximate dates of tenancy) of the 1751-1755 South Clementine Street building have included: Westwood Blueprint Co. (1966), Dollar Check Co. (1970-1990), and California Nut and Bolt Co. (1970-1975). Based solely upon the company names, it is not clear what type of businesses some of these former tenants operated. However, light industrial businesses can present an increased level of environmental concern due to the potential for improper handling and storage of various hazardous materials and wastes. No file information was provided by the OCHCA or the AFD which would indicate that these former tenants environmentally impacted the subject Property, however, such impacts are often not reported. In addition, the NWE Assessor was not allowed access to these parcels and buildings during the site visit.

MATERIAL, PRODUCT, AND WASTESTREAM HANDLING AND PROCESSING

Materials/Products Handling and Storage:

During the inspection, moderate amounts of commercial cleaning and other maintenance materials (cleaners, paint, small amounts of gasoline, etc.) were observed in the storage areas of the hotel, the Melodyland Christian Center, and motel properties. These materials are used and stored in quantities that would be unlikely to have environmentally impacted the subject Property. No significant spillage or staining was observed in the areas of hazardous material storage.

It should be noted that the interior portions of the two light industrial buildings within the subject Property boundaries were not inspected due to a lack of permissible access. While no exterior hazardous materials storage was noted at these sites, the interiors of these buildings were not accessible. In addition, the areas of the hotel property which were not visible by public access (such as maintenance rooms) were not inspected during the site visit.

Wastestream Processing and Disposal:

According to the various Key Site Managers, no hazardous wastes are generated or stored at the subject Property. In addition, during the site inspection, no improper wastestream processing or disposal practices were observed on the subject Property. No obviously stained catch basins, drip pads, or sumps were observed. There were no major spills around surface drains, pipes, gutters, spouts, or tubes. With the exception of 10 apparently empty plastic drums observed behind the 1751-1755 South Clementine building, no suspect containers that might be used for the storage or disposal of hazardous materials or regulated substances were observed.

Potable Water Supply and Sewer Service:

The subject Property's municipal water service is supplied by the Anaheim Water Department, and its municipal sewer service is provided by the Anaheim Department of Public Works. During the course of the site inspection, no evidence of abandoned water supply wells or septic systems was observed on the subject Property. However, at the time of the site visit, an apparent groundwater well was undergoing installation at the eastern adjoining Anaheim Fire Department Station #3. According to the AWD, when completed, that well will supply potable water to the surrounding community.

Underground Storage Tanks (USTs):

NWE contacted the Orange County Health Care Agency to determine whether any USTs have been registered at the subject Property addresses. That agency stated no files exist for the subject Property addresses.

NWE also contacted the City of Anaheim Fire Department to determine whether any USTs have been registered at the subject Property addresses. That agency indicated four USTs were removed in 1982 from a Chevron gasoline station formerly located near the northwest corner of the subject Property. However, the AFD information did not indicate whether the soil in the vicinity of the UST systems, oil/water clarifier or hydraulic lifts had been tested for possible contamination. Copies of the file information are included in the appendix.

In addition, no visual or physical evidence of currently existing USTs was discovered during the site investigation. In particular, the Assessor searched for: fill pipes, vent pipes, areas of abnormal or heavy staining, manways, manholes, access covers, concrete pads not homogeneous with surrounding surfaces, concrete build-up areas potentially indicating pump islands, abandoned pumping equipment, or fuel pumps.

Waste Dumpsters:

During the site inspection, 15 municipal waste dumpsters were observed at the subject Property. These dumpsters were located in various dumpster enclosures throughout the subject Property. The dumpsters were covered, metal roll-away units, owned and according to the Key Site Managers, were serviced three times weekly by the Anaheim Disposal Company.

At the time of the inspection, the dumpsters appeared to be in good condition with no obvious signs of improper spillage or leakage. Interior inspection was performed on the dumpsters to look for signs of improper chemical or liquid waste staining; however, no improper staining was observed. In addition, the ground surface around the dumpsters appeared to be free of significant staining.

Waste Water and Storm Water Discharges:

All point source discharges regulated by the Clean Water Act (CWA) are subject to the applicable water quality-based standards as established in the National Pollutant Discharge Elimination System (NPDES) codification 40 CFR Subpart D 131.36. Additionally, CWA Sections 402 (p)(1) and (p)(2) have created categories of storm water discharges within Permit Issuance and Permit Compliance Deadlines for Phase I Storm Water Discharges effective October 1, 1993, that may also be applicable to the subject Property (as detailed in the Federal Register, Volume 57, Number 244). Depending upon the outcome of EPA-initiated notice and comment revisions actions for further rule making clarification, the subject Property may be required to submit a NPDES initial storm water discharge permit under 40 CFR 122.26 or 40 CFR Chapter I-Preamble Appendix A.

According to information supplied by the Key Site Manager, the subject Property had never been required to file or maintain an environmental permit, nor had the owner been contacted by federal or state agencies concerning the possibility that NPDES testing or permitting might be required in the future. However, the best method for determining whether a NPDES permit may be required is to contact the local governing agency (typically the local office of the State Regional Water Quality Control Board). Determining whether such a permit is required is beyond the scope of this Report.

VISUAL AND PHYSICAL OBSERVATIONS AND INFORMATION: ADJOINING AND ADJACENT PROPERTIES

For the Scope of this Assessment, properties are defined and categorized based upon their physical proximity to the subject Property. An adjoining property is any real property whose border is contiguous or partially contiguous with the subject Property, or that would be if the properties were not separated by a roadway, street, public thoroughfare, river, or stream. An adjacent property is any real property located within 0.25 mile of the subject Property's border.

Adjoining and Adjacent Properties: General Description:

At the time of the site visit, the general area surrounding the subject Property was occupied by commercial and light industrial structures. Specifically, the subject Property was bordered by:

- North: immediately by West Freedman Way, then by a miniature golf park, several motels, and a large parking lot (formerly utilized by the recently demolished Grand Hotel).
- East: immediately by the City of Anaheim Fire Department fire station #3 and South Clementine Street, then by two hotels, an undeveloped parcel, a light industrial building and a car rental agency (former gasoline station).
- South: immediately by West Katella Avenue, then by motels, and a large parking lot.
- West: immediately by motels and South Harbor Boulevard, then by motels and the southern parking lot for Disneyland.

Adjoining and Adjacent Properties Materials Storage:

Visual observations of the publicly accessible portions of the adjoining retail and service businesses did not indicate the exterior storage of hazardous materials or wastes. These locations appeared to use typical cleaning and other maintenance materials in quantities that would be unlikely to environmentally impact the subject Property. During the visual inspection of the adjoining and adjacent properties, no unusual or suspicious materials handling or storage practices were observed.

Adjoining and Adjacent Properties Wastestream Disposal:

No unusual or suspicious wastestream disposal activities were observed on the publicly accessible portions of the adjoining or adjacent properties.

POTENTIAL ON-SITE CONTAMINATION SOURCES

Air Quality: Indoor and Visible Emissions:

No unusual smells, obnoxious odors, or visual emissions were observed during the inspection of the subject Property.

Asbestos-Containing Building Materials (ACMs):

During on-site observations suspect ACMs were identified in all of the inspected subject buildings, including, but not necessarily limited to: texturized ceiling material, 12"x12", 2'x4' and 4'x4' ceiling tiles, vinyl flooring, sheetrock/joint compound, plaster, pipe joint insulation, spray-applied beam insulation, exterior stucco and roofing materials. All observed materials appeared to be well maintained. As defined in NESHAPs §61.141, the observed materials may be classified as suspect regulated ACMs. Prior to any demolition, renovation, or any other activity that may disturb these materials, either an inspection should be performed by an accredited Building Inspector or the materials should be handled as asbestos-containing.

Formaldehyde:

Formaldehyde is a popular chemical used in a variety of both building materials and furnishing products, with a national usage estimated in the billions of pounds per year. The EPA has now classified formaldehyde as a "probable human carcinogen" suspected of inducing cancer in humans. Studies have shown that after installation, indoor formaldehyde levels require years of decline to reach residual background levels. During the off-gassing process, the indoor levels can be a significant source of irritation to hypersensitive individuals.

The formaldehyde product investigated within the scope of this Assessment is urea-formaldehyde foam insulation (UFFI), used in the 1970s primarily as wall cavity insulation. The release potential of UFFI from wall cavities is dependent upon factors such as: water-damaged walls, unpainted wall surfaces, or cracked paint or wall coverings. While interior air sampling and analysis is the only conclusive method to delineate formaldehyde concentrations, visual and physical inspection of the subject Property and interviews with the Key Site Manager indicated an unlikely potential for UFFI contamination.

Lead-Based Paint (LBP):

Based upon the age of the subject buildings (circa 1959-1970s), it is possible that lead-based paint (LBP) was used. In 1978, the federal government banned the use of LBP in residential applications; however, usage in general industry continued at a decreased rate to the present. LBP presents a hazard through inhalation or ingestion of paint chips or vapor fumes. The cumulative health threat is to young children, and for this reason the Department of Housing and Urban Development (HUD) has promulgated lead standards and survey requirements for buildings affected by HUD funding. This HUD regulation represents the only federal requirement for LBP, hazard management applicable to privately-owned structures.

Effective June 3, 1993, the Lead in Construction Standard codified in 29 CFR 1926.62 applies to sources or potential sources of lead exposure present in an "employment-related" context. The trigger mechanism for application of the standard is an activity that by its inherent nature, may cause exposure to lead. Therefore, within the context of regulatory compliance for OSHA, the subject Property did not appear to require further response to suspect LBP. However, prior to renovation, demolition, or any activity that will cause a disturbance of any suspect LBP, sampling to determine lead content is recommended.

Lead in Drinking Water:

Based upon the age of the subject structures, it is possible for the interior plumbing to contain lead in the pipes or lead-based solder, based upon construction standards prior to 1987 (40 CFR 141.11). The presence or absence of elevated lead concentrations in the water can only be confirmed through laboratory testing. However, no current federal regulations require individual property owners to test for lead in drinking water.

PCB-Containing Exterior Electrical Transformers:

Several pad-mounted and pole-mounted exterior electrical transformers were observed at the subject Property. The transformers appeared to be in good condition, showing no signs of damage or past leakage, and based on visible labeling, were owned by the Southern California Edison Company (SCE). It is possible the transformers contain polychlorinated biphenyls (PCBs) since they may have been installed prior to 1977. However, according to SCE, they have never specified the use of PCBs in their transformers and, based upon statistical sampling, less than four percent of SCE transformers require special management under USEPA rules governing PCB-containing transformers. SCE indicates testing could be performed on a given unit for a fee. However, regardless of their PCB content, the maintenance, repair or replacement of the transformers is the responsibility of SCE, therefore, no further investigation regarding the on-site transformers is required.

PCB-Containing Fluorescent Light Fixture Ballasts:

Based upon the age of the subject structures, it is possible that the ballasts inside the light fixtures contain PCBs. If these ballasts are found to be leaking, require replacement, or are subject to disposal, it would be prudent to identify their chemical content.

PCB-Containing Interior Capacitors, Equipment, or Electrical Transformers:

The Melodyland property utilizes one hydraulic elevator, which services the two-story multi-purpose building. That elevator was apparently installed prior to 1979 and its hydraulic fluid may contain PCBs. Prior to any major maintenance or demolition of that elevator system, the hydraulic fluid should be tested for PCBs, and based upon the laboratory results, handled and disposed of accordingly.

During the site inspection, no other evidence was observed of any stored fluid, utility company-owned interior transformers, control and switching panels, or additional items that are likely to contain PCB-contaminated fluid.

Radon:

Radon is emitted by the natural breakdown and radioactive decay of uranium in rocks and soils, which then enters buildings through cracks in the foundation, sump pumps, areas around drainage pipes and other openings. In addition, radon may enter a structure as a water contaminant, natural-gas contaminant, or off-gas by product of building materials. Once inside an enclosed space, radon can accumulate.

Radon has been declared by the Environmental Protection Agency (EPA) as the second leading contributor to lung cancer, after smoking. EPA guidelines for the highest acceptable level of radon is 4.0 picocuries per liter (pCi/l). At this level, the estimated number of lung-cancer deaths due to radon exposure is 13-50 out of 1,000. An EPA survey of indoor radon concentrations in 11,000 homes from Arizona to Massachusetts revealed that radon levels exceeded the EPA's action level of 4.0 pCi/l in one out of three homes. Yet another study in 10 other states found that one in five homes exceeded the 4.0 pCi/l level. An EPA survey by zip code of indoor radon concentrations in the area of the subject Property indicated radon exposure levels of less than the EPA action level of 4.0 pCi/l.

The subject Property exhibited an unlikely potential for radon contamination based upon the geological characteristics of the area and subject building construction.

Railroad Right-of-Way:

No railroad right-of-way, spurs, or other railroad-related track or equipment were observed on the subject Property during the site inspection.

Storage Tanks:

During the site inspection, no physical evidence of existing underground or aboveground storage tank(s) was observed at the subject Property.

However, historical research conducted on the subject Property identified that a Chevron service station occupied the northwestern corner of the subject Property from the early 1960s until the early 1980s. No information regarding the operation of this business or if soil contamination was detected was available from public sources. It is possible that petroleum contamination exists in the soils beneath this former service station.

POTENTIAL OFF-SITE CONTAMINATION: SOURCES AND RECEPTORS**Potential Adjoining and Adjacent Property Contamination Sources:**

After observations of the adjoining and adjacent property occupants, and review of the federal, state, and local environmental databases, none of the adjoining or adjacent properties appeared to have environmentally impacted the subject Property.

Railroad Right-of-Way:

The nearest railway right-of-way is located approximately 0.5 mile to the east. Based upon the distance of the railroad right-of-way, it is unlikely the subject Property has been environmentally impacted by railway uses.

Potential Adjoining and Adjacent Property Contamination Receptors:

Environmentally sensitive receptors were investigated within a thousand feet of the borders of the subject Property. Sensitive receptors are materials or structures particularly susceptible to environmental damage or stress from potential migrating contamination. The major receptor groups investigated were water supplies, surface water bodies, residential structures, undeveloped land, and other public receptors. During the course of site visual and physical inspection, the adjoining motels and undeveloped land were identified as potential environmentally sensitive receptors.

Review of Federally Reported Environmental Data:

This review of the existing compilation of the federal environmental database attempted to identify environmental problem sites, activities, and occurrences from the records and reports of the U.S. Environmental Protection Agency (US EPA). A detailed listing and a map showing all sites are included in the appendix.

National Priorities List (NPL) of Superfund Sites:

The NPL is the EPA's database of hazardous waste sites currently identified and targeted for priority cleanup action under the Superfund program. A search of the 1998 National Priorities List identified no Superfund sites within the subject Property's database search range.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980:

Mandated as part of the 1980 Superfund Act, the CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) list is an EPA compilation of the sites investigated, or currently being investigated for a release or potential release of a regulated hazardous substance under the CERCLA regulations. A search of the 1998 CERCLIS database identified no sites within the subject Property's database search range.

Emergency Response Notification System (ERNS):

The ERNS database is the historical record of all reported releases of oil and other hazardous substances. A search of the 1997 ERNS database identified no spills or releases within the database search range of the subject Property.

Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities:

The RCRA program identifies and tracks hazardous waste from generation source to the point of ultimate disposal. The RCRA-TSD facilities database is the composite of reporting facilities that transport, store, or dispose of controlled or hazardous waste. Identification on this list does not indicate that a site has impacted the environment. A search of the 1998 RCRA-TSD database identified no sites within the subject Property's database search range.

Resource Conservation and Recovery Act (RCRA) Generator Facilities:

The RCRA program identifies and tracks hazardous waste from generation source to the point of ultimate disposal. The RCRA generator facilities database is the composite of reporting facilities that generate hazardous waste. Identification on this list does not indicate that a site has impacted the environment. A search of the 1998 RCRA facilities database identified fourteen (14) sites within the database search range of the subject Property. None of these sites were listed at the subject Property, or as out of compliance with USEPA regulations.

RCRA Corrective Action (RCRA-CA) Sites:

The RCRA-CA report contains information pertaining to facilities which have conducted, or are currently conducting corrective actions as regulated by the Resource Conservation and Recovery Act. A search of the 1998 RCRA-CA list identified no sites within the database search range of the subject Property.

Review of California Reported Environmental Data:

Results of the California regulatory records search follow. Each section begins with a description of the database searched and the state agency that compiles it. A detailed listing and a map showing all sites is included in the appendix.

CalSites Database:

CalSites combines the former ASPIS (Abandoned Sites Program Information System), Annual Work Plan (AWP), and BEP (State Superfund List) hazardous waste site databases. A search of the 1998 CalSites database identified six (6) sites within the subject Property's search area. These sites are not listed at or adjoining the subject Property. Based on the distance of these sites from the subject Property, their down-gradient groundwater locations, and/or remedial status, they are unlikely to have environmentally impacted the subject Property.

Cortese Database:

The Cortese list contains hazardous waste and substance sites compiled pursuant to Assembly Bill 3750 (Cortese, Chapter 1048, Statutes of 1986). The information included in this list comes from the State Department of Health Services (public drinking water wells with detectable levels of contamination; hazardous substance sites selected for remedial action; and sites with known toxic material identified through the abandoned site assessment program), the State

Water Resource Control Board (sites with known USTs having a reportable release), and the California Waste Management Board (solid waste disposal facilities from which there is a known migration). A search of the 1990 Cortese database identified eight (8) sites within the database search range of the subject Property.

Leaking Underground Storage Tanks (LUSTs):

The California Water Quality Control Board, in cooperation with the Office of Emergency Services, maintains an inventory of LUSTs in a statewide database. The 1998 database identified twenty-one (21) reported LUST sites within the subject Property's search area. These sites are not listed at or adjoining the subject Property. Based on the distance of these sites from the subject Property, their down-gradient groundwater locations, and/or remedial status, they are unlikely to have environmentally impacted the subject Property.

Solid Waste Facilities and Landfills (SWF/LS):

The SWF/LS database comprises an inventory of solid waste disposal facilities and landfills. A search of the 1997 SWF/LS database identified three (3) sites within the database search range of the subject Property. Based on the distance of these sites and their status, they are unlikely to have environmentally impacted the subject Property.

Solid Waste Assessment Test Database (SWAT):

The SWAT database comprises an inventory of landfills investigated for potential groundwater impacts. A search of the 1997 SWAT database identified no sites within the database search range of the subject Property.

Underground Storage Tanks (USTs):

USTs are regulated under Subtitle I of the RCRA and must be registered with the California Water Resources Control Board's Underground Storage Tank Program. These are registered USTs only and identification on this list does not indicate that the site has impacted the environment. A search of the 1994 UST database identified twenty-three (23) sites within the search range of the subject Property. None of these sites are listed at the subject Property, and the only adjoining site, the Anaheim Fire Station at 1580 South Clementine Street, is not listed on the LUST list above.

Waste Discharger System (WDS) Report:

The WDS report contains information for all regulated waste water and hazardous waste discharges to public waterways, groundwater or sewer systems in California. Identification on this list does not necessarily indicate that a site has impacted the environment. A search of the 1997 WDS database identified no sites within the database search range of the subject Property.

SPILLS Database:

The California Spill, Leaks, Investigations and Cleanups (SLIC) database contains information for all reported hazardous material/waste surface or groundwater contamination investigations in California. A search of the 1997 SLIC database identified one (1) SLIC site within the database search range of the subject Property. Based upon the distance and closed case status of this spill, it is unlikely to have environmentally impacted the subject Property.

County/Local Agency Records Search:

The following is a discussion of records searches performed at local government agencies or personal/telephone contacts made to provide information relevant to the subject Property.

Orange County Health Care Agency (OCHCA):

NWE contacted the OCHCA in an effort to determine whether hazardous material incidents or USTs have been reported at the subject Property addresses. An official of the OCHCA informed NWE that no files existed for the subject Property addresses, indicating no hazardous material incidents or USTs had been reported at the subject Property. Although NWE's research revealed a Chevron Station formerly occupied the subject Property, no information concerning the former station was on file at the OCHCA.

Anaheim Fire Department (AFD):

NWE contacted the AFD in an effort to determine whether hazardous material incidents or USTs have been reported at the subject Property addresses. The only AFD information on file (copies of which are included in the appendix) indicated four USTs had been removed in 1982 from a Chevron station formerly located at the subject Property. However, no soil testing information was included in the file information. The AFD indicated that if publicly available UST removal and subsurface testing information were to exist, the OCHCA would have kept it in their files. However, as discussed above, no such information was found by the OCHCA.

Approximate Database Search Range:

The above-referenced federal, state, and local databases were reviewed for an appropriate search distance from the subject Property borders approximating the following radii:

Federal Database/Search Range:

National Priorities List (NPL) of Superfund sites/1.0 mile

Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites/1.0 mile

Emergency Response Notification System (ERNS) Federally Reported Releases/0.25 mile

Resource Conservation and Recovery Act (RCRA):
TSD Facilities/1.0 mile
Generators/0.25 mile
Corrective Action Sites/1.0 mile

State of California Database/Search Range:

CalSites sites/1.0 mile
Cortese sites/0.5 mile
Leaking Underground Storage Tanks (LUSTs)/0.5 mile
Solid Waste Facilities and Landfills (SWF/LS)/1.0 mile
Solid Waste Assessment Test (SWAT) sites/1.0 mile
Underground Storage Tanks (USTs)/0.25 mile
Waste Discharger System (WDS) Report/1.0 mile
SPILLS Database/1.0 mile

County/Local Agency Records Search:

Orange County Health Care Agency/subject Property
Anaheim Fire Department/subject Property

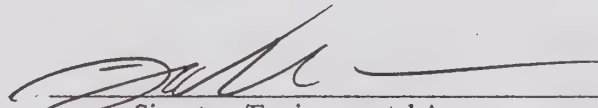
STATEMENT OF THE ENVIRONMENTAL PROFESSIONALS

Statement of Quality Assurance

I have performed this Assessment in accordance with generally accepted environmental practices and procedures, as of the date of this report. I have employed the degree of care and skill ordinarily exercised under similar circumstances by reputable environmental professionals practicing in this area. The conclusions contained within this Assessment are based upon site conditions I readily observed or were reasonably ascertainable and present at the time of the site inspection.

The conclusions and recommendations stated in this report are based upon personal observations made by employees of NWE and upon information provided by others. I have no reason to suspect or believe that the information provided is inaccurate.

Signature of NWE Environmental Assessor-*David W. Copp, CHMM, REA #05148:*


Signature/Environmental Assessor

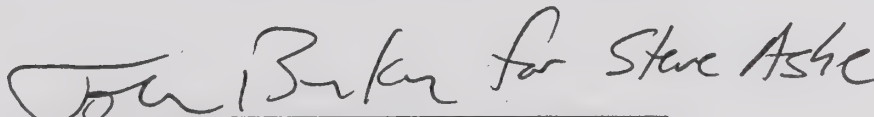


Statement of Quality Control

The objective of this Environmental Site Assessment was to ascertain the potential presence or absence of environmental releases or threatened releases that could impact the subject Property, as delineated by the Scope of Work. The procedure was to perform reasonable steps in accordance with the existing regulations, currently available technology, and generally accepted engineering practices in order to accomplish the stated objective.

The Scope of this Assessment does not purport to encompass every report, record, or other form of documentation relevant to the subject Property being evaluated. Additionally, this Assessment does not include or address reasonably ascertainable Environmental Liens currently recorded against the subject Property. To the best of my knowledge, this Environmental Site Assessment has been performed in compliance with NWE Standard Operating Procedures protocol for Phase I Environmental Site Assessments.

Signature of NWE Environmental Project Manager- *Steven P. Ashe, REA #03644:*


Signature/Environmental Project Manager

ENVIRONMENTAL ASSESSMENT REPORT LIMITATIONS

The enclosed Phase I Environmental Site Assessment has been performed for the exclusive use of Western Asset Management and its successors and assigns; Excel Realty Trust, a Maryland Corporation and its successors and assigns; and the Anaheim Center for Entertainment and its successors and assigns, for the transaction at issue concerning the subject Property located at 1700 South Harbor Boulevard, 400 West Freedman Way, 1731-1741 and 1751-1755 South Clementine Street, and 301 and 401-409 West Katella Avenue, in Anaheim, California. NWE acknowledges Western Asset Management's and Excel Realty Trust's reliance on this Report as part of the process of evaluating the risks associated with this transaction.

This Assessment has been performed in accordance with generally accepted environmental practices and procedures, as of the date of the Report. All services have been performed employing that degree of care and skill ordinarily exercised under similar circumstances by reputable environmental technologists practicing in this, or similar localities. No other warranty or guarantee, expressed or implied, is made or offered.

The conclusions and recommendations stated in this Report are based upon observations made by employees of NWE, and also upon information provided by others. We have no reason to suspect or believe that the information provided is inaccurate. However, we cannot be held responsible for the accuracy of the information provided to us by others. The Scope of this Assessment does not purport to encompass every report, record, or other form of documentation relevant to the subject Property being evaluated.

This Assessment does not include or address reasonably ascertainable Environmental Liens currently recorded against the subject Property.

The observations contained within this Assessment are based upon site conditions readily visible and present at the time of our site inspection. These site observations are unable to specifically address conditions of subsurface soil, groundwater, or underground storage tanks, unless specifically mentioned. This Phase I Environmental Site Assessment does not attempt to address the past or forecast the future site conditions.

APPENDIX

- Project Service Agreement
- USGS 7.5 Minute Topographic Map
- Site Location Maps
- Legal Description
- Site Photographs
- Sanborn Map Information
- ERIIS Radius Report
- Correspondence
- File Review Information
- Field Screen Questionnaire
- Miscellaneous

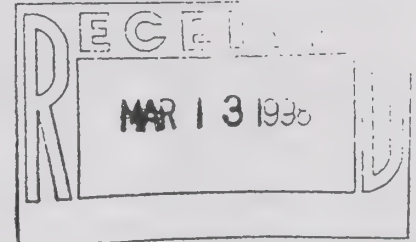
Northwest Envirocon Service Agreement # 051-98-02-27



Service Agreement Due Diligence Site Assessments

Parties. This Agreement is made this Friday, February 27, 1998, between:

W. Guy Scott
Western Asset Management
4455 East Camelback Road
Suite C
Phoenix, AZ 85018



subsequently referred to as "Client", and

Northwest Envirocon, Inc.
1828 Tribute Road, Suite A
Sacramento, CA 95758

subsequently referred to as "NWE".

Subject Project. By joining in this Agreement, Client retains NWE to provide services in regard to the project referred to as:

FUTURE ANAHEIM ENTERTAINMENT CENTER, ANAHEIM, CA

Scope. By this agreement, the scope of NWE's services on Project is limited to (initial one):

XX Phase I Environmental Site Assessment: i) review within listed search parameters reasonably ascertainable federal environmental databases and applicable state registered and leaking underground storage tank data, geocoded as available upon area locator map; ii) visual and physical on-site observation of subject property for underground storage tanks, reasonably ascertainable indicators of CERCLA defined environmental contaminants and visible pollutants, and railroad right-of-ways; iii) review of both Fifty-Year Complete and Site Development Complete Historical Source information, local emergency release records, and environmental permits; iv) visual interior observation as allowed for reasonably ascertainable indicators of contamination from airborne emissions, asbestos-containing materials, formaldehyde, lead based paint, PCB-containing transformers, radon, underground fuel storage tanks, business operation procedures, regulated materials handling and storage practices, and waste stream disposal; v) completion as allowed of an environmental screening questionnaire by Key Site Manager; vi) visual observation of adjoining and adjacent properties for reasonably ascertainable potential environmental hazards and contaminants; and vii) photographic documentation of on-site conditions and adjoining properties.

Property Condition Assessment: Perform non-destructive visual and physical on-site observation of subject property and its structural entities including: i) site and amenities; ii) building exteriors and surface materials; iii) roof structures, materials, and drainage; iv) parking facilities; v) mechanical, electrical, and plumbing systems; vi) interior and exterior common areas; and basic ADA guideline conditions. Provide a report identifying findings of the assessment including cost estimates for immediate physical needs, and replacement reserves over a ten year period.

Northwest Envirocon Service Agreement # 051-98-02-27

Client's Responsibilities. As applicable to this Agreement the Client will a) provide all information available to Client pertinent to the Project, including previous reports and any other data, and NWE may rely upon such information without confirmation; b) provide rights of access or permission to enter the property or to enter upon public or private lands as required for NWE to perform its services under this Agreement; c) designate a person to act as the Client's Key Site Manager with respect to the services to be rendered under this Agreement.

Representations and Warranties of Third Parties. NWE may rely without confirmation upon information provided by others and federal, state, and local agencies, pertinent to the project.

Standard of Care/Warranty. NWE shall perform its services in accordance with generally accepted practices and standards prevailing in the locality of the Project current at the time the services are performed and not according to later standards.

Ownership and Use of Documents. Reports are prepared for the exclusive use by, and are the property of, Client, but may be used or referred to by NWE for like similar work for others. Client shall hold harmless and indemnify NWE from and against any and all claims for damages arising out of, or in any way connected with, the use of reports by any person, corporation, agency or partnership not a party to this Agreement.

Fee. NWE agrees to provide the services described in this Agreement for the stipulated fee of

\$ 22,000.00

Payment. Terms of sale are net 30 days from date of invoice.

Schedule. NWE agrees to provide draft copies of the report or document not later than 20 business days from execution of this agreement.

Authorized Representative. Client designates Robert Shelton as Client's authorized representative to act in Client's behalf with respect to the services to be performed by NWE.

Governing Law. This Agreement is made under and shall be governed by and construed and enforced under the laws of the state of California.

Authorized By:

NORTHWEST ENVIROCON, INC.

BY:

[Signature]
(Signature)

David C. Lambert
(Print or type name)

Title: President

Date:

3/13/98

Western Asset Management

[Signature]
(Signature)

W-6-Scott
(Print or type name)

APPROVED [Signature]

PROJECT NAME Polak Petroleum

GL #

PROJECT #

Environmental Assessment



↑
NORTH
1" = 2,000'



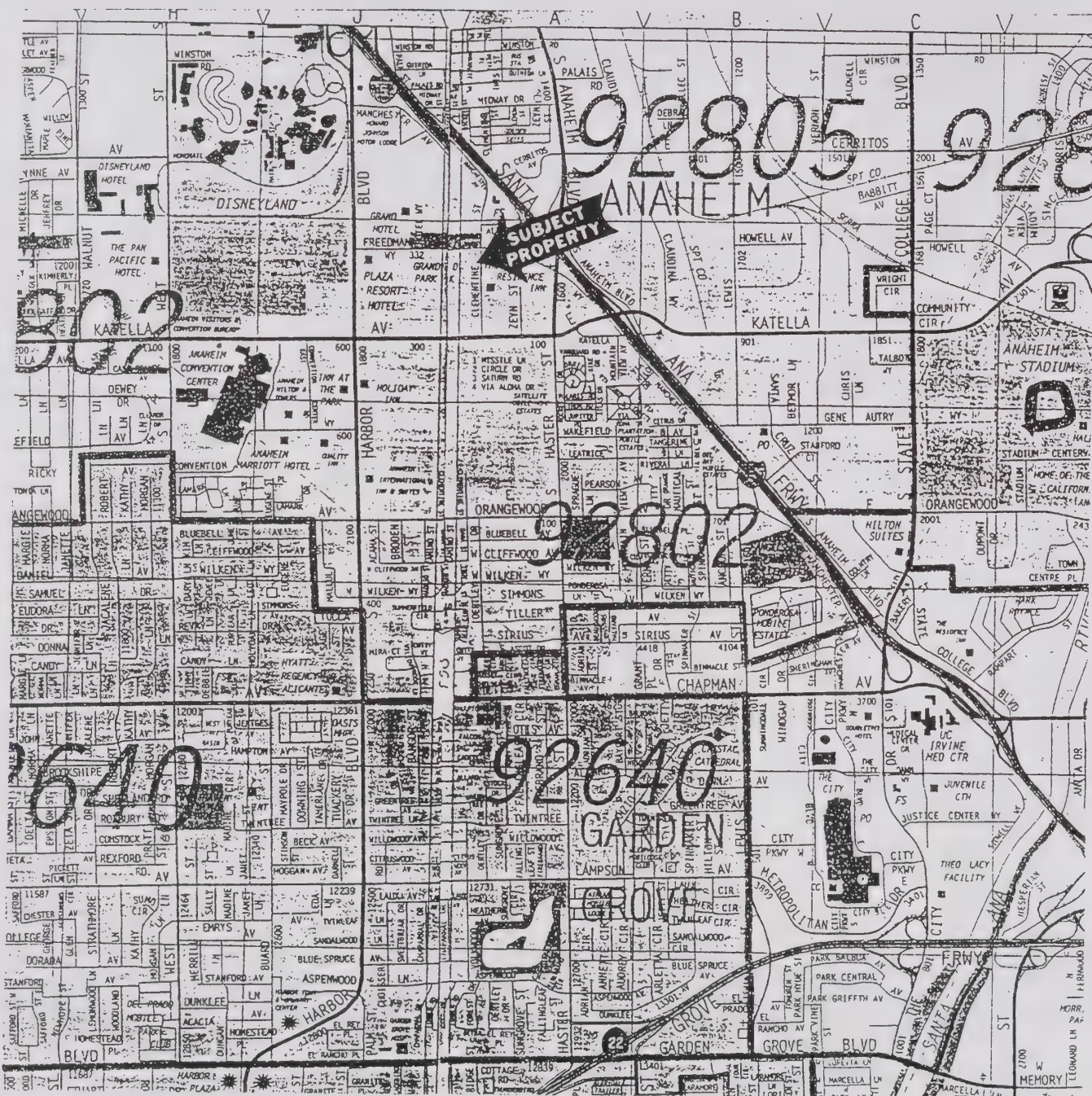
Northwest Envirocon, Inc.
Environmental Consulting

USGS 7.5 Minute Topographic Map
Anaheim Quadrangle
Pointe Anaheim
Anaheim, CA

JOB NUMBER:
05-001378

DATE:
April 1998

PLATE:
1



↑
NORTH
1" = 2,400'



Northwest Envirocon, Inc.
Environmental Consulting

Vicinity Street Map
Pointe Anaheim
Anaheim, CA

JOB NUMBER:
05-001378

DATE:
April 1998

PLATE:

2



РТЯ Н - - -

$\frac{1}{\sqrt{2}}$



View of the subject
Property from the
northeastern corner
(left)



View of the subject
Property from the
southeastern corner
(right)



View of the subject
Property from the
southwestern corner
(left)



**View of the subject
Property from the
northwestern corner
(left)**

**View of the subject
Property from the
northern boundary
(right)**



**View of the subject
Property from the
eastern boundary
(left)**



**View of the subject
Property from the
southern boundary
(left)**



**View of the subject
Property from the
western boundary
(right)**



**Northern adjoining
property
(left)**



**Eastern adjoining
property (beyond
Clementine Street)
(left)**



**Eastern adjoining
property (fire
station)
(right)**



**Southern adjoining
property (beyond
Katella Avenue)
(left)**



**Southern adjoining
property (adjoining
Anaheim Plaza Hotel)
(left)**



**Western adjoining
property (beyond
Harbor Boulevard)
(right)**



**Typical buildings at
Anaheim Plaza Hotel
(left)**



**1753 - 1755 South
Clementine Street
building
(left)**

**Empty 55-gallon
drums behind 1753 -
1755 South
Clementine Street
building
(right)**



**Rip Van Winkles
motel (301 West
Katella Avenue)
(left)**



**Melodyland offices
and auditorium
(left)**



**3-story building at
Melodyland
(right)**



**1731 - 1741 South
Clementine Street
building
(left)**



**Rear of 401 - 409
West Katella Avenue
building
(left)**

**Undeveloped portion
of subject Property
south of Melodyland
(right)**



**Typical trash
dumpsters at subject
Property
(left)**

SEARCH RESULTS
ERIIS HISTORICAL MAP COLLECTION

PERTAINING TO: SW Corner West Freedmand and Clementine
Anaheim, CA 92802

REPORT NUMBER: 232326A

No historic map coverage is available for this site in the ERIIS Historic Map Collection, for the period covering the years 1867 - 1990.

The ERIIS Historic Map Collection is the largest and most extensive private collection of prior-use maps in the United States, thereby affording the greatest degree of historic due diligence. ERIIS' inventory includes images from the following publishers:

- Bromley
- Dakin
- Hexamer
- Hopkins
- Manufacturers Mutual Fire Insurance Maps
- Nirenstein Real Estate Atlases
- Sanborn Fire Insurance Map Collections
- Scarlett and Scarlett
- Rascher
- William G. Baist



PERTAINING TO:

SW Corner West Freedmand and Clementine
Anaheim, CA 92802

REPORT NUMBER:

232326A

PREPARED ON:

03/19/1998

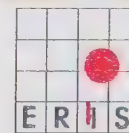
ON BEHALF OF:

Northwest Envirocon, Inc.
1828 Tribute Road Suite A
Sacramento, CA 95815

*If you have any questions or comments regarding this report,
please contact ERIIS Customer Service at 1-800-989-0403,
locally at 703-834-0600, or fax us at 703-834-0606.
Thank you for your order.*

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505 Huntmar Park Dr, Suite 200
Herndon, VA 20170
(703)834-0600 (800)989-0402
FAX: (703)834-0606

SITE INFORMATION

SWC West Freedmand &
Clementine
Anaheim, CA
Orange County
Job Number: 232326A
Map Plotted: Mar 17, 1998

MAP LEGEND

- Target Area
- Radii .5, 1, 1.25 Mi
- Hydrography
- Railroads
- Roads
- Highways
- NPL 0 Sites
- RCRIS_TS 0 Sites
- RCRIS_CA 0 Sites
- CERCLIS 0 Sites
- NFRAP 2 Sites
- RCRIS_LG 0 Sites
- RCRIS_SG 14 Sites
- ERNS 0 Sites
- MSITES 0 Sites
- HWS 6 Sites
- LRST 21 Sites
- SWF 3 Sites
- RST 23 Sites
- CORTS 8 Sites
- SPILLS 1 Site
- SWAT 0 Sites
- HWIS 2 Sites
- WDS 0 Sites

Miles



The Information on this map is subject
to the ERIIS Disclaimer

Copyright 1997 ERIIS, Inc.



SUBJECT PROPERTY: SW Corner West Freedmand and Clementine
Anaheim, CA 92802

ORDERED BY: Kevin Gallagher

REPORT NUMBER: 232326A

PREPARED ON: 03/17/98

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ERIIS Report #232326A

Mar 17, 1998

SITE: SW Corner West Freedmand and Clementine
Anaheim, CA 92802

Latitude: 33.805630
Longitude: -117.911510

State: CA

DATABASE	RADIUS (MI)	TARGET AREA**	PROPERTY-1/4	1/4-1/2	1/2-1	>1	TOTAL
NPL	1.25		0	0	0	0	0
CERCLIS	1.25		0	0	0	0	0
RCRIS_TS	1.25		0	0	0	0	0
RCRIS_LG	0.50		0	0			0
RCRIS_SG	0.50		3	11			14
ERNS	0.50		0	0			0
LRST	0.75		2	5	14		21
RST	0.75		4	8	11		23
SWF	1.25		0	0	0	3	3
HWS	1.25		0	1	4	1	6
NFRAP	1.00		0	1	1		2
FINDS	0.25		4				4
CORTS	0.75		2	2	4		8
HWIS	0.25		2				2
MSITES	0.25		0				0
SPILLS	0.75		0	0	1		1
SWAT	1.00		0	0	0		0
WDS	0.50		0	0			0
RCRIS_CA	1.00		0	0	0		0
			17	28	35	4	84

TOPO QUAD: Anaheim

Radon Zone Level: 3

Zone 3 has a predicted average indoor screening level < 2 pCi/L

A Radon Zone should not be used to determine if individual homes need to be tested for radon. The EPA's Office of Radiation and Indoor Air (202/233-9320) recommends that all homes be tested for radon, regardless of geographic location or the zone designation in which the property is located.

**A target area is defined as a .02 mile buffer around the site's latitude and longitude.

A blank radius count indicates that the database was not searched by this radius per client instructions.

NR in a radius count indicates that the database cannot be reported by this search criteria due to insufficient and/or inaccurate addresses reported by a federal/state agency.

ENVIRONMENTAL RISK INFORMATION & IMAGING SERVICES
DATABASE REFERENCE GUIDE

NPL

Date of Data: 01/08/98
Release Date: 01/27/98
Date on System: 02/06/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

National Priorities List

The NPL Report is an EPA listing of the nation's worst uncontrolled or abandoned hazardous waste sites. NPL sites are targeted for possible long-term remedial action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980. In addition, the NPL Report includes information concerning cleanup agreements between EPA and Potentially Responsible Parties (commonly called Records of Decision, or RODS), any liens filed against contaminated properties, as well as the past and current EPA budget expenditures tracked within the Superfund Consolidated Accomplishments Plan (SCAP).

CERCLIS

Date of Data: 01/08/98
Release Date: 01/27/98
Date on System: 01/30/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

Comprehensive Environmental Response, Compensation, and Liability Information System

The CERCLIS Database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated, or are currently under investigation by the U.S. EPA for the release, or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation, and ultimately placed on the National Priorities List (NPL). In addition to site events and milestone dates, the CERCLIS Report also contains financial information from the Superfund Consolidated Accomplishments Plan (SCAP).

RCRIS_TS

Date of Data: 01/01/98
Release Date: 02/02/98
Date on System: 03/06/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Resource Conservation and Recovery Information System - Non-Corrective Action TSD Facilities

The RCRIS_TS Report contains information pertaining to facilities which either treat, store, or dispose of EPA regulated hazardous waste. The following information is also included in the RCRIS_TS Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- A complete listing of EPA regulated hazardous wastes which are generated or stored on-site

RCRIS_LG

Date of Data: 01/01/98
Release Date: 02/02/98
Date on System: 03/06/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Resource Conservation and Recovery Information System - Large Quantity Generators

The RCRIS_LG Report contains information pertaining to facilities which either generate more than 1000kg of EPA regulated hazardous waste per month, or meet other applicable requirements of the Resource Conservation And Recovery Act. The following information is also included in the RCRIS_LG Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA
- A complete listing of EPA regulated hazardous wastes which are generated or stored on-site

ENVIRONMENTAL RISK INFORMATION & IMAGING SERVICES
DATABASE REFERENCE GUIDE

RCRIS_SG

Date of Data: 01/01/98
Release Date: 02/02/98
Date on System: 03/06/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Resource Conservation and Recovery Information System - Small Quantity Generators

The RCRIS_SG Report contains information pertaining to facilities which either generate between 100kg and 1000kg of EPA regulated hazardous waste per month, or meet other applicable requirements of the Resource Conservation And Recovery Act. On advice of the U.S. EPA, ERIIS does not report so-called "RCRA Protective Filers." Protective Filers, commonly called Conditionally Exempt Small Quantity Generators (CESQG's), are facilities that have completed RCRA notification paperwork, but are not, in fact, subject to RCRA regulation. The determination of CESQG status is made by the U.S. EPA. The following information is also included in the RCRIS_SG Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA
- A complete listing of EPA regulated hazardous wastes which are generated or stored on-site

ERNS

Date of Data: 10/24/97
Release Date: 11/05/97
Date on System: 01/20/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
202/260-2342

Emergency Response Notification System

ERNS is a national computer database system that is used to store information concerning the sudden and/or accidental release of hazardous substances, including petroleum, into the environment. The ERNS Reporting System contains preliminary information on specific releases, including the spill location, the substance released, and the responsible party. Please note that the information in the ERNS Report pertains only to those releases that occurred between January 1, 1997 and October 24, 1997.

LRST

Date of Data: 10/02/97
Release Date: 11/15/97
Date on System: 01/30/98
CA Water Quality Control Board(s)
Cal EPA - Hazardous Materials Data Mgt.
916/445-6532

California Leaking Underground Storage Tank Report

The California LRST Report contains information pertaining to reported leaking underground storage tanks within the State of California. ERIIS has obtained the LUSTIS information from the California EPA and the LUST lists from each of the Regional Water Quality Control Boards. The dates of the information for each of the regions are as follows:

- Region 1 - North Coast Region-10/2/97-(707)576-2220
- Region 2 - San Fran. Bay Region-01/17/97-(510)286-1255
- Region 3 - Central Coast Region-01/07/97-(805)549-3147
- Region 4 - Los Angeles Region-09/16/97-(213)266-7500
- Region 5 - Central Valley Region-09/03/97-(916)255-3000
- Region 6 - Lohontan Region-7/24/97-(916)542-5400
- Region 6B - Victorville Region-01/22/97-(619)241-6583
- Region 7 - CO River Basin Region-08/01/97-(619)346-7491
- Region 8 - Santa Ana Region-09/30/97-(909)782-4130
- Region 9 - San Diego Region-06/17/97-(619)467-2952

RST

Date of Data: 03/17/94
Release Date: 03/21/94
Date on System: 03/06/98
CA State Water Resources Control Board

800/327-9337

California Underground Storage Tank Report

The California Underground Storage Tank Report, commonly known as the SWEEPS Report, is a comprehensive listing of all registered underground storage tanks located within the State of California. The Underground Storage Tank Report also includes data from the following counties: San Mateo, Los Angeles, Ventura, and Orange. The dates for the information are as follows:

- Orange County - 8/29/97
- Los Angeles County - 9/30/97
- San Mateo County - 7/1/97

Ventura County - 9/25/97
San Bernardino County - 1/28/98
Placer County - 1/20/98
Riverside County - 1/14/98
Sacramento County - 2/2/98
Marin County - 9/30/97
Kern County - 1/21/98

SWF

Date of Data: 12/22/97
Release Date: 12/22/97
Date on System: 02/20/98
CA Intergrated Waste Management Board
Solid Waste Information System Program
916/255-2330

California Solid Waste Information System

The California Solid Waste Information System Report, commonly known as the SWIS Report, contains information pertaining to all permitted and unpermitted active and inactive solid waste landfills, proposed disposal sites, transfer stations, and materials recovery facilities located within the State of California.

HWS

Date of Data: 10/03/97
Release Date: 10/03/97
Date on System: 12/05/97
CA Dept. of Toxic Substances Control
Site Mitigation Branch/CalSites
916/323-3400

California Calsites

The California CalSites Report contains information pertaining to potentially contaminated hazardous waste sites. Sites formerly listed in the Annual Workplan (AWP), the Abandoned Sites Project Information System (ASPIS), and the Bond Expenditure Plan (BEP) are now included in the CalSites Database. Of the 26,000+ sites listed within CalSites, approximately 16,000 sites are listed as "No Further Action". Further, only about 300+ sites listed within the CalSites database are confirmed and active hazardous substance release sites.

NFRAP

Date of Data: 01/08/98
Release Date: 01/27/98
Date on System: 02/13/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

No Further Remedial Action Planned Sites

The No Further Remedial Action Planned Report (NFRAP), also known as the CERCLIS Archive, contains information pertaining to sites which have been removed from the U.S. EPA's CERCLIS Database. NFRAP sites may be sites where, following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal Superfund action or NPL consideration.

FINDS

Date of Data: 09/01/97
Release Date: 10/06/97
Date on System: 11/21/97
US Environmental Protection Agency
Office of Information Resources Management
202/260-1786

Facility Index System

The FINDS Report is a computerized inventory of all facilities that are regulated or tracked by the U.S. Environmental Protection Agency. These facilities are assigned a unique identification number which serves as a cross-reference for other databases in the EPA's Program System. Each FINDS record indicates the EPA Program Office which is responsible for the tracking of the facility.

CORTS

Date of Data: 12/01/94
Release Date: 01/01/95
Date on System: 06/27/97
CA Dept. of Toxic Substances Control
Hazardous Materials Data Management Program
916/445-6532

California Cortese List

The California Cortese List, also known as the Hazardous Waste and Substances Sites List, contains summary information pertaining to contaminated sites in the State of California. Contaminated wells, leaking underground storage tanks, and sanitary landfills are among the facilities contained on the Cortese List. Information for this report was extracted from the California Facility Inventory Data System (FIDS) List.

ENVIRONMENTAL RISK INFORMATION & IMAGING SERVICES
DATABASE REFERENCE GUIDE

HWIS

Date of Data: 10/16/96
Release Date: 11/22/96
Date on System: 02/07/97
CA Dept. of Toxic Substances Control

916/324-0650

California Hazardous Waste Information System

The California Hazardous Waste Information System, also known as HAZNT, contains summary information pertaining to facilities that are required to report their hazardous waste activities with the California EPA under a state waiver of the Resource Conservation and Recovery Act (RCRA).

MSITES

Date of Data: 08/08/97
Release Date: 08/14/97
Date on System: 10/10/97
San Diego Department of Env't'l. Health

619/338-2268

San Diego County Regulatory Data Report

The San Diego County Regulatory Data Report contains summary information pertaining to sites/facilities which are tracked by the San Diego County Department of Environmental Health. Facilities tracked by this system include: Waste Discharger System facilities, sites with Leaking Underground Storage Tanks, facilities which have filed Spill Reports, facilities undergoing Enforcement Activities, Non-Point Source Polluters, etc... Facilities listed within the HE-58 List, the HE-17 List, and the Unauthorized Release List are included within the MSITES Report.

SPILLS

Date of Data: 10/01/97
Release Date: 11/01/97
Date on System: 12/30/97
CA Water Quality Control Board(s)

510/286-0457

Spills, Leaks, Investigations and Cleanups Report

The California Spills Report contains information pertaining to all reported spills, leaks, investigations and cleanups (SLIC) within the State of California. ERIIS has obtained the SLIC information from the Regional Water Quality Control Boards. The San Diego, Lahontan, and Colorado River Basin Regions do not have a SLIC Report. The dates of the information for each of the regions are as follows:

Region 1 - North Coast Region - 10/2/97 - (707) 576-2220
Region 2 San Francisco Bay Region - 7/29/97 - (510) 286-0457
Region 2b - North & South Bay Counties - 4/10/97 - (510) 286-1255
Region 3 - Central Coast Region - 8/20/97 - (805) 549-3147
Region 4 - Los Angeles Region - 9/01/97 - (213) 266-7500
Region 5 - Central Valley Region - 10/01/97 - (916) 255-3075
Region 8 - Santa Ana Region - 10/31/97 - (909) 782-4499

SWAT

Date of Data: 10/15/97
Release Date: 10/21/97
Date on System: 11/07/97
CA State Water Resources Control Board
Environmental Database Consulting
916/227-4448

California Solid Waste Assessment Test

The California Solid Waste Assessment Test Report contains information pertaining to solid waste landfills from which there is known migration of hazardous waste. Information for this report was extracted from the California Waste Management Unit Data System (WMUDS).

WDS

Date of Data: 09/01/97
Release Date: 11/01/97
Date on System: 12/19/97
CA State Water Resources Control Board
Information Services Office
916/657-1571

California Waste Discharger System

The California Waste Discharger System Report contains information pertaining to all active and regulated facilities that have been issued National Pollution Discharge Elimination System (NPDES) permits for the release of waste water or hazardous waste into either an injection well or surface water. In addition, the WDS Report contains information concerning the locations of Publicly Owned Treatment Works (POTW) facilities.

ENVIRONMENTAL RISK INFORMATION & IMAGING SERVICES
DATABASE REFERENCE GUIDE

RCRIS_CA

Date of Data: 01/01/98
Release Date: 02/02/98
Date on System: 03/06/98
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Resource Conservation and Recovery Information System - TSD's
Subject to Corrective Action

The RCRIS_CA Report contains information pertaining to hazardous waste treatment, storage , and disposal Facilities (RCRA TSD's) which have conducted, or are currently conducting, a corrective action(s) as regulated under the Resource Conservation and Recovery Act. The following information is included within the RCRIS_CA Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA
- A complete listing of EPA regulated hazardous wastes which are generated or stored on-site

If a selected database does not appear on this list, it is not available for the subject property's state.

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
0 - 1/4 Miles				
06003049980 FINDS	Ravis One Hour Photo 1734 S Harbor Blvd Anaheim, CA 92802-2316 County: Orange	0.12 Mi	SOUTHWEST	
06003063974 FINDS	Satellite Cleaners Inc 1730 S Clementine St Anaheim, CA 92802-2902 County: Orange	0.13 Mi	SOUTHEAST	
06008032619 RCRIS_SG	Satellite Cleaners Inc 1730 S Clementine St Anaheim, CA 92802-290 County: Orange	0.13 Mi	SOUTHEAST	1
06003014008 FINDS	Flourocarbon Co 1754 S Clementine St Anaheim, CA 92802-290 County: Orange	0.15 Mi	SOUTHEAST	
06008006766 RCRIS_SG	Flourocarbon Co 1754 S Clementine St Anaheim, CA 92802-290 County: Orange	0.15 Mi	SOUTHEAST	3
06055069647 HWIS	D&j 1hour Photo 1770 S Harbor Blvd Anaheim, CA 92802-2300 County: Orange	0.15 Mi	SOUTHWEST	2
06010017845 RST	Eagle Car Wash 350 W Katella Ave Anaheim, CA 92802-3606 County: Orange	0.19 Mi	SOUTHEAST	4
06005013240 LRST	Katella Car Wash (former) 350 W Katella Ave Anaheim, CA 92802-3606 County: Orange	0.19 Mi	SOUTHEAST	4
06025008432 PORTS	Yowell, Bill/eagle Car Wash 350 W Katella Ave Anaheim, CA 92802-3606 County: Orange	0.19 Mi	SOUTHEAST	4
06005015901 LRST	Mobil S S #18-106 1800 S Harbor Blvd Anaheim, CA 92802-3510 County: Orange	0.19 Mi	SOUTHWEST	5
06025008422 PORTS	Mobil Service Station #18-106 1800 S Harbor Blvd Anaheim, CA 92802-3510 County: Orange	0.19 Mi	SOUTHWEST	5
06010037434 RST	Mobil Station (18-106) 1800 S Harbor Blvd Anaheim, CA 92802-3510 County: Orange	0.19 Mi	SOUTHWEST	5
06003051019 FINDS	Chevron Sta 9 5321 1801 S Harbor Blvd Anaheim, CA 92802-350 County: Orange	0.21 Mi	SOUTHWEST	
06010011652 ST	Chevron Station #9950 1801 S Harbor Blvd Anaheim, CA 92802-3509 County: Orange	0.21 Mi	SOUTHWEST	6

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
06008028728 RCRIS_SG	Chevron Station 9 5321 1801 S Harbor Blvd Anaheim, CA 92802-350 County: Orange	0.21 Mi	SOUTHWEST	6
06055066350 HWIS	Mike Flynn Chevron 1801 S Harbor Blvd Anaheim, CA 92802-3509 County: Orange	0.21 Mi	SOUTHWEST	6
06010002888 RST	Anaheim Fire Station # 3 1580 S Clementine St Anaheim, CA 92802-2915 County: Orange	0.24 Mi	NORTHEAST	7
1/4 - 1/2 Miles				
06010024499 RST	Grand Hotel 1 Hotel Anaheim, CA 92802 County: Orange	0.26 Mi	NORTHWEST	8
06008026484 RCRIS_SG	Als Texaco 100 W Katella Ave Anaheim, CA 92802-360 County: Orange	0.30 Mi	SOUTHEAST	9
06010054410 RST	Texaco (61-106-434) 100 W Katella Ave Anaheim, CA 92802-3602 County: Orange	0.30 Mi	SOUTHEAST	9
06039001482 NFRAP	Corcoran Mfg Co Inc 1745 S Haster St Anaheim, CA 92802-370 County: Orange	0.34 Mi	NORTHEAST	12
06008000535 RCRIS_SG	Corcoran Mfg Co Inc 1745 S Haster St Anaheim, CA 92802-370 County: Orange	0.34 Mi	NORTHEAST	12
06008026001 RCRIS_SG	Cowboy Auto 1763 S Haster St Anaheim, CA 92802-370 County: Orange	0.34 Mi	SOUTHEAST	10
06005022763 LRST	Steiner Corporation 1755 S Haster St Anaheim, CA 92802-3703 County: Orange	0.34 Mi	SOUTHEAST	11
06010039919 RST	Odetics 1515 S Manchester Ave Anaheim, CA 92802-2907 County: Orange	0.35 Mi	NORTHEAST	13
06008005123 RCRIS_SG	Odetics Inc 1515 S Manchester Ave Anaheim, CA 92802-290 County: Orange	0.35 Mi	NORTHEAST	13
06040005555 HWS	California Chemical Company (ortho Div) 1772 S Haster St Anaheim, CA 92802 County: Orange	0.36 Mi	SOUTHEAST	15
06005015902 LRST	Mobil S S #18-d2h 100 Katella Avenue Anaheim, CA 92802 County: Orange	0.36 Mi	SOUTHEAST	14

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
06005023658 LRST	Texaco Service Station 100 Katella Avenue Anaheim, CA 92802 County: Orange	0.36 Mi	SOUTHEAST	14
06025008427 CORTS	Mobil Service Station #18-d2h 100 E Katella Ave Anaheim, CA 92802-3761 County: Orange	0.38 Mi	SOUTHEAST	16
06010037400 RST	Mobil Station 100 E Katella Ave Anaheim, CA 92802-3761 County: Orange	0.38 Mi	SOUTHEAST	16
06008009613 RCRIS_SG	Satelite Mobil 100 E Katella Ave Anaheim, CA 92802-376 County: Orange	0.38 Mi	SOUTHEAST	16
06025008428 CORTS	Texaco Service Station 100 E Katella Ave Anaheim, CA 92802-3761 County: Orange	0.38 Mi	SOUTHEAST	16
06008033345 RCRIS_SG	Cal Dept Of Transportaion 1628 S Anaheim Blvd Anaheim, CA 92805-650 County: Orange	0.42 Mi	NORTHEAST	19
06005027371 LRST	Wondries Toyota Of Anaheim 1601 S Anaheim Blvd Anaheim, CA 92805-6502 County: Orange	0.42 Mi	NORTHEAST	20
06010062248 RST	Wondries Toyota Of Anaheim 1601 S Anaheim Blvd Anaheim, CA 92805-6502 County: Orange	0.42 Mi	NORTHEAST	20
06010004912 RST	Avis 200 W Katella Ave Anaheim, CA 92802-3604 County: Orange	0.42 Mi	SOUTHEAST	17
06010026343 RST	Hertz Rent A Car 221 W Katella Ave Anaheim, CA 92802-3603 County: Orange	0.42 Mi	SOUTHEAST	18
06008025998 RCRIS_SG	Aljo Enterprises Inc 1558 S Anaheim Blvd Ste A Anaheim, CA 92805-622 County: Orange	0.46 Mi	NORTHEAST	22
06008033308 RCRIS_SG	Dnr Industries 1562 S Anaheim Blvd Ste B Anaheim, CA 92805-622 County: Orange	0.46 Mi	NORTHEAST	22
06008033648 RCRIS_SG	Sherwin-williams Co 1550 S Anaheim Blvd Ste A Anaheim, CA 92805-621 County: Orange	0.46 Mi	NORTHEAST	23
06008024963 RCRIS_SG	Vegas Transmissions 1558 S Anaheim Blvd Ahaheim, CA 92805-622 County: Orange	0.46 Mi	NORTHEAST	22

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
06005001335 LRST	Anaheim Convention Center 800 W Katella Ave Anaheim, CA County: Orange	0.46 Mi	SOUTHWEST	21
06008023006 RCRIS_SG	Anaheim Convention Center 800 W Katella Ave Anaheim, CA 92802-341 County: Orange	0.46 Mi	SOUTHWEST	21
06010002882 RST	Anaheim Convention Center 800 W Katella Ave Anaheim, CA 92802-3415 County: Orange	0.46 Mi	SOUTHWEST	21
1/2 - 1 Miles				
06010004917 RST	Avis Rent A Car 1400 S Harbor Blvd Anaheim, CA 92802-2311 County: Orange	0.51 Mi	NORTHWEST	24
06025008421 CORTS	Avis Rent-a-car System 1400 S Harbor Blvd Anaheim, CA 92802-2311 County: Orange	0.51 Mi	NORTHWEST	24
06005002616 LRST	Avis Rent-a-car System 1400 S Harbor Blvd Anaheim, CA 92802-2311 County: Orange	0.51 Mi	NORTHWEST	24
06005016543 LRST	National Car Rental Fac. 711 W Katella Ave Anaheim, CA County: Orange	0.53 Mi	SOUTHWEST	25
06010038593 RST	National Car Rental System 711 W Katella Ave Anaheim, CA 92802-3412 County: Orange	0.53 Mi	SOUTHWEST	25
06005001420 LRST	Anik Stop 1460 S Anaheim Blvd Anaheim, CA 92805-6213 County: Orange	0.56 Mi	NORTHEAST	27
06010016599 RST	Dewey Pest Control 1813 S Manchester Ave Anaheim, CA 92802-3801 County: Orange	0.56 Mi	SOUTHEAST	26
06010015153 RST	Cruise America 1710 S Anaheim Blvd Anaheim, CA 92805-6537 County: Orange	0.57 Mi	SOUTHEAST	29
06005019878 LRST	Ryder Truck Rental 1730 S Anaheim Blvd Anaheim, CA 92805-6537 County: Orange	0.57 Mi	SOUTHEAST	28
06010047676 RST	Ryder Truck Rental 1730 S Anaheim Blvd Anaheim, CA 92805-6537 County: Orange	0.57 Mi	SOUTHEAST	28
06025008425 CORTS	Disneyland 1313 S Harbor Blvd Anaheim, CA 92802-2309 County: Orange	0.64 Mi	NORTHWEST	32

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
06005008083 LRST	Disneyland 1313 S Harbor Blvd Anaheim, CA 92802-2309 County: Orange	0.64 Mi	NORTHWEST	32
06021003179 SPILLS	Disneyland 1313 S Harbor Blvd Anaheim, CA 92802-2309 County: Orange	0.64 Mi	NORTHWEST	32
06010016854 RST	Disneyland 1313 S Harbor Blvd Anaheim, CA 92802-2309 County: Orange	0.64 Mi	NORTHWEST	32
06005008084 LRST	Disneyland Tomorrowland Rr St. 1313 S Harbor Blvd Anaheim, CA 92802-2309 County: Orange	0.64 Mi	NORTHWEST	32
06005027142 LRST	Westside Materials 700 E Katella Ave Anaheim, CA County: Orange	0.64 Mi	SOUTHEAST	30
06005017813 LRST	Pan Pacific Hotel 1717 S West St Anaheim, CA 92802-2308 County: Orange	0.64 Mi	SOUTHWEST	31
06010050373 RST	Shell Oil-petrocell 2100 S Harbor Blvd Anaheim, CA 92802-3516 County: Orange	0.65 Mi	SOUTHWEST	33
06025008423 CORTS	Shell Service Station 2100 S Harbor Blvd Anaheim, CA 92802-3516 County: Orange	0.65 Mi	SOUTHWEST	33
06005021712 LRST	Shell Service Station 2100 S Harbor Blvd Anaheim, CA 92802-3516 County: Orange	0.65 Mi	SOUTHWEST	33
06040005606 HWS	Aeroscientific 240 Palais Anaheim, CA 92803 County: Orange	0.66 Mi	NORTHEAST	35
06010010589 RST	Challenge Marketing #82 2101 S Harbor Blvd Anaheim, CA 92802-3515 County: Orange	0.66 Mi	SOUTHWEST	34
06005024099 LRST	Thrifty Oil Ss #359 2101 S Harbor Blvd Anaheim, CA 92802-3515 County: Orange	0.66 Mi	SOUTHWEST	34
06005012978 LRST	John Pierre Apparel 251 E Palais Rd Anaheim, CA County: Orange	0.68 Mi	NORTHEAST	36
06005008309 LRST	Dunn Edwards Paint Corp. 1901 S Manchester Ave Anaheim, CA 92802-3802 County: Orange	0.69 Mi	SOUTHEAST	37

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	DISTANCE FROM SITE	DIRECTION FROM SITE	MAP ID
06025008374 CORTS	John David International 1858 S Anaheim Blvd Anaheim, CA 92805-6601 County: Orange	0.71 Mi	SOUTHEAST	39
06005012960 LRST	John David International 1858 S Anaheim Blvd Anaheim, CA 92805-6601 County: Orange	0.71 Mi	SOUTHEAST	39
06005001345 LRST	Anaheim Marriot 700 W Convention Way Anaheim, CA 92802-3424 County: Orange	0.71 Mi	SOUTHWEST	38
06010002903 RST	Anaheim Marriott Hotel 700 W Convention Way Anaheim, CA 92802-3424 County: Orange	0.71 Mi	SOUTHWEST	38
06010017001 RST	Dollar Rent A Car Systems 2132 S Harbor Blvd Anaheim, CA 92802-3516 County: Orange	0.72 Mi	SOUTHWEST	40
06040005572 HWS	Kem-kill 10761 S. West Anaheim, CA 92802 County: Orange	0.72 Mi	SOUTHWEST	41
06010026899 RST	Homestead House Inc 530 E Cerritos Ave Anaheim, CA 92805-6321 County: Orange	0.73 Mi	NORTHEAST	42
06040005767 HWS	Preston Scientific 805 E Cerritos Ave Anaheim, CA 92805 County: Orange	0.86 Mi	NORTHEAST	43
06039002079 NFRAP	Orange Empire 1000 E Katella Ave Anaheim, CA 92805-661 County: Orange	0.89 Mi	SOUTHEAST	44
06040005639 HWS	Orange Empire 1000 E Katella Ave Anaheim, CA 92805 County: Orange	0.89 Mi	SOUTHEAST	44
> 1 Mile				
06042003595 SWF	Longsdon Pit Ds North /garden Grove Harbor Blvd At Chapman Ave Garden Grove, CA 92840 County: Orange	1.14 Mi	SOUTHWEST	45
06042003603 SWF	Longsdon Pit South/alicante-buaro Pit Chapman Ave At Harbor Blvd Garden Grove, CA 92840 County: Orange	1.14 Mi	SOUTHWEST	45
06042004088 SWF	Longsdon Pit South/alicante-buaro Pit Chapman Ave At Harbor Blvd Garden Grove, CA 92840 County: Orange	1.14 Mi	SOUTHWEST	45
06040005855 HWS	Chapman And Buaro Dump Chapman Ave At Buaro St Garden Grove, CA 92840 County: Orange	1.20 Mi	SOUTHWEST	46

ERIIS ENVIRONMENTAL DATA REPORT
RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM - SMALL QUANTITY GENERATORS
RCRIS_SG - PLOTTABLE SITES - PAGE 1

RIIS Report #232326A

Mar 17, 1998

RIIS ID PA ID	FACILITY	ADDRESS	MAP ID
6008032619 AR000010298	Satellite Cleaners Inc DISTANCE FROM SITE: 0.13 Miles DIRECTION FROM SITE: Southeast	1730 S Clementine St Anaheim, CA 92802-290 County: Orange	1

Facility Is Not Reported In Raats

6008006766 AD981388838	Flouorocarbon Co DISTANCE FROM SITE: 0.15 Miles DIRECTION FROM SITE: Southeast	1754 S Clementine St Anaheim, CA 92802-290 County: Orange	3
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Facility Is Not Reported In Raats

6008028728 AD983638941	Chevron Station 9 5321 DISTANCE FROM SITE: 0.21 Miles DIRECTION FROM SITE: Southwest	1801 S Harbor Blvd Anaheim, CA 92802-350 County: Orange	6
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Facility Is Not Reported In Raats

5008026484 AD983602343	Als Texaco DISTANCE FROM SITE: 0.30 Miles DIRECTION FROM SITE: Southeast	100 W Katella Ave Anaheim, CA 92802-360 County: Orange	9
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Facility Is Not Reported In Raats

5008000535 AD008266140	Corcoran Mfg Co Inc DISTANCE FROM SITE: 0.34 Miles DIRECTION FROM SITE: Northeast	1745 S Haster St Anaheim, CA 92802-370 County: Orange	12
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Facility Is Not Reported In Raats

5008026001 AD983596891	Cowboy Auto DISTANCE FROM SITE: 0.34 Miles DIRECTION FROM SITE: Southeast	1763 S Haster St Anaheim, CA 92802-370 County: Orange	10
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Facility Is Not Reported In Raats

ERIIS ENVIRONMENTAL DATA REPORT
RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM - SMALL QUANTITY GENERATORS
RCRIS SG - PLOTTABLE SITES - PAGE 2

RIIS Report #232326A

Mar 17, 1998

RIIS ID PA ID	FACILITY	ADDRESS	MAP ID
6008005123 AD980893390	Odetics Inc DISTANCE FROM SITE: 0.35 Miles DIRECTION FROM SITE: Northeast	1515 S Manchester Ave Anaheim, CA 92802-290 County: Orange	13

Facility Is Not Reported In Raats

6008009613 AD981460470	Satelite Mobil DISTANCE FROM SITE: 0.38 Miles DIRECTION FROM SITE: Southeast	100 E Katella Ave Anaheim, CA 92802-376 County: Orange	16
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Facility Is Not Reported In Raats

6008033345 AR000019562	Cal Dept Of Transportaion DISTANCE FROM SITE: 0.42 Miles DIRECTION FROM SITE: Northeast	1628 S Anaheim Blvd Anaheim, CA 92805-650 County: Orange	19
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Facility Is Not Reported In Raats

6008023006 AD982489627	Anaheim Convention Center DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Southwest	800 W Katella Ave Anaheim, CA 92802-341 County: Orange	21
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Facility Is Not Reported In Raats

6008024963 AD983584129	Vegas Transmissions DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Northeast	1558 S Anaheim Blvd Ahaheim, CA 92805-622 County: Orange	22
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Facility Is Not Reported In Raats

6008025998 AD983596867	Aljo Enterprises Inc DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Northeast	1558 S Anaheim Blvd Ste A Anaheim, CA 92805-622 County: Orange	22
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Facility Is Not Reported In Raats

ERIIS ENVIRONMENTAL DATA REPORT
RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM - SMALL QUANTITY GENERATORS
RCRIS_SG - PLOTTABLE SITES - PAGE 3

RIIS Report #232326A

Mar 17, 1998

RIIS ID PA ID	FACILITY	ADDRESS	MAP ID
6008033308	Dnr Industries	1562 S Anaheim Blvd Ste B	22
AR000019091	DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Northeast	Anaheim, CA 92805-622 County: Orange	

Facility Is Not Reported In Raats

6008033648	Sherwin-williams Co	1550 S Anaheim Blvd Ste A	23
AT000619031	DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Northeast	Anaheim, CA 92805-621 County: Orange	

Facility Is Not Reported In Raats

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA LEAKING UNDERGROUND STORAGE TANK REPORT
LRST - PLOTTABLE SITES - PAGE 1

RIIS Report #232326A

Mar 17, 1998

RIIS ID	FACILITY	ADDRESS	MAP ID
6005013240	Katella Car Wash (former) DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southeast	350 W Katella Ave Anaheim, CA 92802-3606 COUNTY: Orange	4
	CASE NO.: 083001842T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005015901	Mobil S S #18-106 DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southwest	1800 S Harbor Blvd Anaheim, CA 92802-3510 COUNTY: Orange	5
	CASE NO.: 083001662T REPORT DATE: Not Reported CASE TYPE: Aquifer Affected CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Remedial Action Underway SUBSTANCE: Gasoline ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005022763	Steiner Corporation DISTANCE FROM SITE: 0.34 Miles DIRECTION FROM SITE: Southeast	1755 S Haster St Anaheim, CA 92802-3703 COUNTY: Orange	11
	CASE NO.: 083001096T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005015902	Mobil S S #18-d2h DISTANCE FROM SITE: 0.36 Miles DIRECTION FROM SITE: Southeast	100 Katella Avenue Anaheim, CA 92802 COUNTY: Orange	14
	CASE NO.: 083000701T REPORT DATE: Not Reported CASE TYPE: Aquifer Affected CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Remediation Plan SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005023658	Texaco Service Station DISTANCE FROM SITE: 0.36 Miles DIRECTION FROM SITE: Southeast	100 Katella Avenue Anaheim, CA 92802 COUNTY: Orange	14
	CASE NO.: 083001732T REPORT DATE: Not Reported CASE TYPE: Aquifer Affected CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Remedial Action Underway SUBSTANCE: Gasoline ABATEMENT METHOD: Vacuum Extract POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	

ERIS ENVIRONMENTAL DATA REPORT
CALIFORNIA LEAKING UNDERGROUND STORAGE TANK REPORT
LRST - PLOTTABLE SITES - PAGE 2

ERIS Report #232326A

Mar 17, 1998

ERIS ID	FACILITY	ADDRESS	MAP ID
6005027371	Wondries Toyota Of Anaheim DISTANCE FROM SITE: 0.42 Miles DIRECTION FROM SITE: Northeast	1601 S Anaheim Blvd Anaheim, CA 92805-6502 COUNTY: Orange	20
	CASE NO.: 083001679T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Waste Oil ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005001335	Anaheim Convention Center DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Southwest	800 W Katella Ave Anaheim, CA COUNTY: Orange	21
	CASE NO.: 083001209T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Diesel ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005002616	Avis Rent-a-car System DISTANCE FROM SITE: 0.51 Miles DIRECTION FROM SITE: Northwest	1400 S Harbor Blvd Anaheim, CA 92802-2311 COUNTY: Orange	24
	CASE NO.: 083000056T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Diesel ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005016543	National Car Rental Fac. DISTANCE FROM SITE: 0.53 Miles DIRECTION FROM SITE: Southwest	711 W Katella Ave Anaheim, CA COUNTY: Orange	25
	CASE NO.: 083002950T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: No Action SUBSTANCE: Gasoline ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
5005001420	Anik Stop DISTANCE FROM SITE: 0.56 Miles DIRECTION FROM SITE: Northeast	1460 S Anaheim Blvd Anaheim, CA 92805-6213 COUNTY: Orange	27
	CASE NO.: 083001634T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	

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06005019878	Ryder Truck Rental DISTANCE FROM SITE: 0.57 Miles DIRECTION FROM SITE: Southeast	1730 S Anaheim Blvd Anaheim, CA 92805-6537 COUNTY: Orange	28
CASE NO.: 083002985T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:		STATUS: Preliminary Site Assessment Workplan Submitted SUBSTANCE: Waste Oil ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
06005008083	Disneyland DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Northwest	1313 S Harbor Blvd Anaheim, CA 92802-2309 COUNTY: Orange	32
CASE NO.: 083000903T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:		STATUS: Case Closed SUBSTANCE: Hydraulic Oil ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
CASE NO.: 083002708T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:		STATUS: Preliminary Site Assessment Workplan Submitted SUBSTANCE: Diesel ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
06005008084	Disneyland Tomorrowland Rr St. DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Northwest	1313 S Harbor Blvd Anaheim, CA 92802-2309 COUNTY: Orange	32
CASE NO.: 083002812T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:		STATUS: Preliminary Site Assessment Workplan Submitted SUBSTANCE: Diesel ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
06005017813	Pan Pacific Hotel DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Southwest	1717 S West St Anaheim, CA 92802-2308 COUNTY: Orange	31
CASE NO.: 083002178T REPORT DATE: Not Reported CASE TYPE: Aquifer Affected CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:		STATUS: Case Closed SUBSTANCE: Diesel ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005027142	Westside Materials DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Southeast	700 E Katella Ave Anaheim, CA COUNTY: Orange	30

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RIIS ID	FACILITY	ADDRESS	MAP ID
	CASE NO.: 083000648T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDIATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Diesel ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005021712	Shell Service Station DISTANCE FROM SITE: 0.65 Miles DIRECTION FROM SITE: Southwest	2100 S Harbor Blvd Anaheim, CA 92802-3516 COUNTY: Orange	33
	CASE NO.: 083000341T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDIATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Unlead Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005024099	Thrifty Oil Ss #359 DISTANCE FROM SITE: 0.66 Miles DIRECTION FROM SITE: Southwest	2101 S Harbor Blvd Anaheim, CA 92802-3515 COUNTY: Orange	34
	CASE NO.: 083002706T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDIATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Preliminary Site Assessment Workplan Submitted SUBSTANCE: Misc Mvf ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005012978	John Pierre Apparel DISTANCE FROM SITE: 0.68 Miles DIRECTION FROM SITE: Northeast	251 E Palais Rd Anaheim, CA COUNTY: Orange	36
	CASE NO.: 083001070T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDIATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005008309	Dunn Edwards Paint Corp. DISTANCE FROM SITE: 0.69 Miles DIRECTION FROM SITE: Southeast	1901 S Manchester Ave Anaheim, CA 92802-3802 COUNTY: Orange	37
	CASE NO.: 083000936T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDIATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Paint Thinner ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005001345	Anaheim Marriot DISTANCE FROM SITE: 0.71 Miles DIRECTION FROM SITE: Southwest	700 W Convention Way Anaheim, CA 92802-3424 COUNTY: Orange	38

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RIIS ID	FACILITY	ADDRESS	MAP ID
	CASE NO.: 083002986T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Diesel ABATEMENT METHOD: Excavate And Dispose POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	
6005012960	John David International DISTANCE FROM SITE: 0.71 Miles DIRECTION FROM SITE: Southeast	1858 S Anaheim Blvd Anaheim, CA 92805-6601 COUNTY: Orange	39
	CASE NO.: 083002305T REPORT DATE: Not Reported CASE TYPE: Soil Only CASE CLOSED: REMEDIAL ACTION: REMEDICATION PLAN: LEAK BEING CONFIRMED: LEAK CAUSE:	STATUS: Case Closed SUBSTANCE: Gasoline ABATEMENT METHOD: Not Reported POLLUTION CHARACTERIZATION: POST REMEDIAL ACTION MONITORING: PRELIMINARY SITE ASSESSMENT UNDERWAY: PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED:	

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RIIS ID	FACILITY	ADDRESS	MAP ID
6010017845	Eagle Car Wash DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southeast	350 W Katella Ave Anaheim, CA 92802-3606 COUNTY: Orange	4
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 2		MANAGER: Not Reported	
	CAPACITY: 12000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Other STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
6010037434	Mobil Station (18-106) DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southwest	1800 S Harbor Blvd Anaheim, CA 92802-3510 COUNTY: Orange	5
BUSINESS DESCRIPTION: Gas Station NUMBER OF TANKS: 4		MANAGER: Matt Ghadami (714) 535-8956	
	CAPACITY: 8000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 280 G SUBSTANCE: Oil STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 6000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
6010011652	Chevron Station #9950 DISTANCE FROM SITE: 0.21 Miles DIRECTION FROM SITE: Southwest	1801 S Harbor Blvd Anaheim, CA 92802-3509 COUNTY: Orange	6
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 5		MANAGER: Not Reported (714) 533-8741	
	CAPACITY: 1000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 5000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Concrete	
6010002888	Anaheim Fire Station # 3 DISTANCE FROM SITE: 0.24 Miles DIRECTION FROM SITE: Northeast	1580 S Clementine St Anaheim, CA 92802-2915 COUNTY: Orange	7
BUSINESS DESCRIPTION: Other NUMBER OF TANKS: 1		MANAGER: Not Reported (712) 772-1755	
	CAPACITY: 1000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	

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ERIIS ID	FACILITY	ADDRESS	MAP ID
6010024499	Grand Hotel DISTANCE FROM SITE: 0.26 Miles DIRECTION FROM SITE: Northwest	1 Hotel Anaheim, CA 92802 COUNTY: Orange	8
BUSINESS DESCRIPTION: Hotel NUMBER OF TANKS: 1		MANAGER: Ed Gilstrap (714) 772-7777	
	CAPACITY: 300 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
6010054410	Texaco (61-106-434) DISTANCE FROM SITE: 0.30 Miles DIRECTION FROM SITE: Southeast	100 W Katella Ave Anaheim, CA 92802-3602 COUNTY: Orange	9
BUSINESS DESCRIPTION: Gas Station NUMBER OF TANKS: 6		MANAGER: Albert Aguera (714) 635-8543	
	CAPACITY: 8000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Fiberglass	
	CAPACITY: 4000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 4000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 4000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 4000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 550 G SUBSTANCE: Oil STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	
6010039919	Odetics DISTANCE FROM SITE: 0.35 Miles DIRECTION FROM SITE: Northeast	1515 S Manchester Ave Anaheim, CA 92802-2907 COUNTY: Orange	13
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 3		MANAGER: Not Reported (714) 774-5000	
	CAPACITY: 500 G SUBSTANCE: Not Reported STATUS: Removed	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
6010037400	Mobil Station DISTANCE FROM SITE: 0.38 Miles DIRECTION FROM SITE: Southeast	100 E Katella Ave Anaheim, CA 92802-3761 COUNTY: Orange	16
BUSINESS DESCRIPTION: Gas Station NUMBER OF TANKS: 5		MANAGER: Gerald Parham (714) 774-2640	
	CAPACITY: 8000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 5000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 1000 G SUBSTANCE: Oil STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	

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RIIS ID	FACILITY	ADDRESS	MAP ID
	CAPACITY: 8000 G SUBSTANCE: Premium Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 5000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
6010004912	Avis DISTANCE FROM SITE: 0.42 Miles DIRECTION FROM SITE: Southeast	200 W Katella Ave Anaheim, CA 92802-3604 COUNTY: Orange	17
	BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 1	MANAGER: Not Reported (714) 635-5480	
	CAPACITY: 6000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
6010026343	Hertz Rent A Car DISTANCE FROM SITE: 0.42 Miles DIRECTION FROM SITE: Southeast	221 W Katella Ave Anaheim, CA 92802-3603 COUNTY: Orange	18
	BUSINESS DESCRIPTION: Other NUMBER OF TANKS: 2	MANAGER: Not Supplied (714) 772-0425	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	
	CAPACITY: 550 G SUBSTANCE: Oil STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	
6010062248	Wondries Toyota Of Anaheim DISTANCE FROM SITE: 0.42 Miles DIRECTION FROM SITE: Northeast	1601 S Anaheim Blvd Anaheim, CA 92805-6502 COUNTY: Orange	20
	BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 3	MANAGER: Not Reported (714) 635-2050	
	CAPACITY: 550 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 2000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 550 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
6010002882	Anahiem Convention Center DISTANCE FROM SITE: 0.46 Miles DIRECTION FROM SITE: Southwest	800 W Katella Ave Anaheim, CA 92802-3415 COUNTY: Orange	21
	BUSINESS DESCRIPTION: Other NUMBER OF TANKS: 3	MANAGER: Not Supplied (714) 999-8950	
	CAPACITY: 1000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Unknown	
	CAPACITY: 1000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	
	CAPACITY: 2500 G SUBSTANCE: Premium Unleaded STATUS: Active	TANK DESCRIPTION: Double Wall TANK MATERIAL: Fiberglass	

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ERIIS ID	FACILITY	ADDRESS	MAP ID
36010004917	Avis Rent A Car DISTANCE FROM SITE: 0.51 Miles DIRECTION FROM SITE: Northwest	1400 S Harbor Blvd Anaheim, CA 92802-2311 COUNTY: Orange	24
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 2		MANAGER: Not Reported (714) 776-6689	
	CAPACITY: 5000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 7500 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
36010038593	National Car Rental System DISTANCE FROM SITE: 0.53 Miles DIRECTION FROM SITE: Southwest	711 W Katella Ave Anaheim, CA 92802-3412 COUNTY: Orange	25
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 2		MANAGER: Not Reported (714) 774-6250	
	CAPACITY: 12000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Other	
	CAPACITY: 4000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Other	
36010016599	Dewey Pest Control DISTANCE FROM SITE: 0.56 Miles DIRECTION FROM SITE: Southeast	1813 S Manchester Ave Anaheim, CA 92802-3801 COUNTY: Orange	26
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 1		MANAGER: Not Reported (714) 750-1051	
	CAPACITY: 7500 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
6010015153	Cruise America DISTANCE FROM SITE: 0.57 Miles DIRECTION FROM SITE: Southeast	1710 S Anaheim Blvd Anaheim, CA 92805-6537 COUNTY: Orange	29
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 3		MANAGER: Not Reported (714) 772-9030	
	CAPACITY: 0 G SUBSTANCE: Unknown STATUS: Removed	TANK DESCRIPTION: Unknown TANK MATERIAL: Unknown	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Concrete	
	CAPACITY: 550 G SUBSTANCE: Unknown STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
6010047676	Ryder Truck Rental DISTANCE FROM SITE: 0.57 Miles DIRECTION FROM SITE: Southeast	1730 S Anaheim Blvd Anaheim, CA 92805-6537 COUNTY: Orange	28
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 5		MANAGER: Not Reported (714) 491-2496	
	CAPACITY: 12000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
	CAPACITY: 12000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	

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RIIS ID	FACILITY	ADDRESS	MAP ID
	CAPACITY: 12000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
	CAPACITY: 6000 G SUBSTANCE: Other STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
	CAPACITY: 550 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Fiberglass	
6010016854	Disneyland DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Northwest	1313 S Harbor Blvd Anaheim, CA 92802-2309 COUNTY: Orange	32
	BUSINESS DESCRIPTION: Other NUMBER OF TANKS: 16	MANAGER: Not Supplied (714) 999-4344	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 9940 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 9940 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 6000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 7500 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 9940 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 1000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 250 G SUBSTANCE: Empty STATUS: Inactive	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 250 G SUBSTANCE: Empty STATUS: Inactive	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 250 G SUBSTANCE: Empty STATUS: Inactive	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 250 G SUBSTANCE: Empty STATUS: Inactive	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	

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ERIIS ID	FACILITY	ADDRESS	MAP ID
16010050373	Shell Oil-petrocell DISTANCE FROM SITE: 0.65 Miles DIRECTION FROM SITE: Southwest	2100 S Harbor Blvd Anaheim, CA 92802-3516 COUNTY: Orange	33
BUSINESS DESCRIPTION: Gas Station NUMBER OF TANKS: 3		MANAGER: Kithsiri Athulathmudali (714) 750-6975	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Fiberglass	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Fiberglass	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Fiberglass	
16010010589	Challenge Marketing #82 DISTANCE FROM SITE: 0.66 Miles DIRECTION FROM SITE: Southwest	2101 S Harbor Blvd Anaheim, CA 92802-3515 COUNTY: Orange	34
BUSINESS DESCRIPTION: Gas Station NUMBER OF TANKS: 5		MANAGER: Not Supplied (714) 750-9802	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 12000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 7500 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 7500 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
	CAPACITY: 550 G SUBSTANCE: Oil STATUS: Active	TANK DESCRIPTION: Single Wall TANK MATERIAL: Bare Steel	
16010002903	Anaheim Marriott Hotel DISTANCE FROM SITE: 0.71 Miles DIRECTION FROM SITE: Southwest	700 W Convention Way Anaheim, CA 92802-3424 COUNTY: Orange	38
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 2		MANAGER: Not Reported (714) 750-8000	
	CAPACITY: 15000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
	CAPACITY: 10000 G SUBSTANCE: Not Reported STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	
16010017001	Dollar Rent A Car Systems DISTANCE FROM SITE: 0.72 Miles DIRECTION FROM SITE: Southwest	2132 S Harbor Blvd Anaheim, CA 92802-3516 COUNTY: Orange	40
BUSINESS DESCRIPTION: Not Supplied NUMBER OF TANKS: 1		MANAGER: Not Reported (714) 750-2886	
	CAPACITY: 10000 G SUBSTANCE: Regular Unleaded STATUS: Active	TANK DESCRIPTION: Unknown TANK MATERIAL: Bare Steel	

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ERIIS ID	FACILITY	ADDRESS	MAP ID
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06010026899	Homestead House Inc DISTANCE FROM SITE: 0.73 Miles DIRECTION FROM SITE: Northeast	530 E Cerritos Ave Anaheim, CA 92805-6321 COUNTY: Orange	42
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BUSINESS DESCRIPTION: Other

MANAGER: Tom Mauro

NUMBER OF TANKS: 1

CAPACITY: 10000 G

TANK DESCRIPTION: Single Wall

SUBSTANCE: Not Reported

TANK MATERIAL: Bare Steel

STATUS: Active

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ERIIS ID SWIS ID	FACILITY	ADDRESS	MAP ID
06042003595 30-AB-0359	Longsdon Pit Ds North /garden Grove DISTANCE FROM SITE: 1.14 Miles DIRECTION FROM SITE: Southwest	Harbor Blvd At Chapman Ave Garden Grove, CA 92840 COUNTY: Orange	45
OWNER:		OWNER CONTACT:	
CLASSIFICATION:		REGULATORY STATUS: To Be Determined	
CATEGORY:		OPERATIONAL STATUS: Closed	
ACTIVITY: Solid Waste Disposal Site			
06042003603 30-CR-0130	Longsdon Pit South/alicante-buaro Pit DISTANCE FROM SITE: 1.14 Miles DIRECTION FROM SITE: Southwest	Chapman Ave At Harbor Blvd Garden Grove, CA 92840 COUNTY: Orange	45
OWNER: Beauchamp Ent (and Hyatt Inc)		OWNER CONTACT:	
CLASSIFICATION:		REGULATORY STATUS: Pre-regulations	
CATEGORY:		OPERATIONAL STATUS: Closed	
ACTIVITY: Solid Waste Disposal Site			
06042004088 30-AB-0356	Longsdon Pit South/alicante-buaro Pit DISTANCE FROM SITE: 1.14 Miles DIRECTION FROM SITE: Southwest	Chapman Ave At Harbor Blvd Garden Grove, CA 92840 COUNTY: Orange	45
OWNER: Beauchamp Ent (and Hyatt Inc)		OWNER CONTACT:	
CLASSIFICATION:		REGULATORY STATUS: Pre-regulations	
CATEGORY:		OPERATIONAL STATUS: Closed	
ACTIVITY: Solid Waste Disposal Site			

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA CALSITES
HWS - PLOTTABLE SITES - PAGE 1

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID FACILITY ID	FACILITY	ADDRESS	MAP ID
06040005555 30280427	California Chemical Company (ortho Div) DISTANCE FROM SITE: 0.36 Miles DIRECTION FROM SITE: Southeast	1772 S Haster St Anaheim, CA 92802 COUNTY: Orange	15
CALSITE STATUS DATE: // CALSITE STATUS: Preliminary Endangerment Assessment Req - Low GROUNDWATER STATUS: Not Reported			
06040005606 30300025	Aeroscientific DISTANCE FROM SITE: 0.66 Miles DIRECTION FROM SITE: Northeast	240 Palais Anaheim, CA 92803 COUNTY: Orange	35
CALSITE STATUS DATE: // CALSITE STATUS: Preliminary Endangerment Assessment Req - Medium GROUNDWATER STATUS: Not Reported			
06040005572 30280524	Kem-kill DISTANCE FROM SITE: 0.72 Miles DIRECTION FROM SITE: Southwest	10761 S. West Anaheim, CA 92802 COUNTY: Orange	41
CALSITE STATUS DATE: // CALSITE STATUS: Site Screening Required GROUNDWATER STATUS: Not Reported			
06040005767 30360222	Preston Scientific DISTANCE FROM SITE: 0.86 Miles DIRECTION FROM SITE: Northeast	805 E Cerritos Ave Anaheim, CA 92805 COUNTY: Orange	43
CALSITE STATUS DATE: // CALSITE STATUS: Preliminary Endangerment Assessment Req - Low GROUNDWATER STATUS: Not Reported			
06040005639 30330009	Orange Empire DISTANCE FROM SITE: 0.89 Miles DIRECTION FROM SITE: Southeast	1000 E Katella Ave Anaheim, CA 92805 COUNTY: Orange	44
CALSITE STATUS DATE: 04/20/88 CALSITE STATUS: Property/site Referred To Another Agency GROUNDWATER STATUS: Not Reported			
06040005855 30490050	Chapman And Buaro Dump DISTANCE FROM SITE: 1.20 Miles DIRECTION FROM SITE: Southwest	Chapman Ave At Buaro St Garden Grove, CA 92840 COUNTY: Orange	46
CALSITE STATUS DATE: // CALSITE STATUS: Regional Water Quality Control Board Lead GROUNDWATER STATUS: Not Reported			

ERIIS ENVIRONMENTAL DATA REPORT
NO FURTHER REMEDIAL ACTION PLANNED SITES
NFRAP - PLOTTABLE SITES - PAGE 1

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID EPA ID	FACILITY	ADDRESS	MAP ID
06039001482 CAD008266140	Corcoran Mfg Co Inc DISTANCE FROM SITE: 0.34 Miles DIRECTION FROM SITE: Northeast	1745 S Haster St Anaheim, CA 92802-370 COUNTY: Orange	12
	SITE EVENT(S) Discovery Preliminary Assessment	COMPLETE DATE 07/01/80 05/01/85	
06039002079 CAD049903271	Orange Empire DISTANCE FROM SITE: 0.89 Miles DIRECTION FROM SITE: Southeast	1000 E Katella Ave Anaheim, CA 92805-661 COUNTY: Orange	44
	SITE EVENT(S) Discovery Preliminary Assessment	COMPLETE DATE 12/01/87 11/14/88	

ERIIS ENVIRONMENTAL DATA REPORT
FACILITY INDEX SYSTEM
FINDS - PLOTTABLE SITES - PAGE 1

RIIS Report #232326A

Mar 17, 1998

RIIS ID PA ID	FACILITY	ADDRESS
6003049980 AD983628157	Ravis One Hour Photo DISTANCE FROM SITE: 0.12 Miles DIRECTION FROM SITE: Southwest	1734 S Harbor Blvd Anaheim, CA 92802-2316 COUNTY: Orange
SIC CODE(S): Not Reported		
TRACKING PROGRAM RCRIS		LAST UPDATE 09/23/93
6003063974 A0001792738	Satellite Cleaners Inc DISTANCE FROM SITE: 0.13 Miles DIRECTION FROM SITE: Southeast	1730 S Clementine St Anaheim, CA 92802-2902 COUNTY: Orange
SIC CODE(S): Not Reported		
TRACKING PROGRAM RCRIS		LAST UPDATE Not Reported
6003014008 AD981388838	Flourocarbon Co DISTANCE FROM SITE: 0.15 Miles DIRECTION FROM SITE: Southeast	1754 S Clementine St Anaheim, CA 92802-290 COUNTY: Orange
SIC CODE(S): Not Reported		
TRACKING PROGRAM RCRIS		LAST UPDATE 08/03/95
6003051019 AD983638941	Chevron Sta 9 5321 DISTANCE FROM SITE: 0.21 Miles DIRECTION FROM SITE: Southwest	1801 S Harbor Blvd Anaheim, CA 92802-350 COUNTY: Orange
SIC CODE(S): Not Reported		
TRACKING PROGRAM RCRIS		LAST UPDATE 08/03/95

ERIIS ENVIRONMENTAL DATA REPORT
 CALIFORNIA CORTESE LIST
 CORTS - PLOTTABLE SITES - PAGE 1

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID	FACILITY	ADDRESS	MAP ID
16025008422	Mobil Service Station #18-106 DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southwest REGULATED BY: Ltnka	1800 S Harbor Blvd Anaheim, CA 92802-3510 COUNTY: Orange	5
16025008432	Yowell, Bill/eagle Car Wash DISTANCE FROM SITE: 0.19 Miles DIRECTION FROM SITE: Southeast REGULATED BY: Ltnka	350 W Katella Ave Anaheim, CA 92802-3606 COUNTY: Orange	4
16025008427	Mobil Service Station #18-d2h DISTANCE FROM SITE: 0.38 Miles DIRECTION FROM SITE: Southeast REGULATED BY: Ltnka	100 E Katella Ave Anaheim, CA 92802-3761 COUNTY: Orange	16
16025008428	Texaco Service Station DISTANCE FROM SITE: 0.38 Miles DIRECTION FROM SITE: Southeast REGULATED BY: Ltnka	100 E Katella Ave Anaheim, CA 92802-3761 COUNTY: Orange	16
16025008421	Avis Rent-a-car System DISTANCE FROM SITE: 0.51 Miles DIRECTION FROM SITE: Northwest REGULATED BY: Ltnka	1400 S Harbor Blvd Anaheim, CA 92802-2311 COUNTY: Orange	24
16025008425	Disneyland DISTANCE FROM SITE: 0.64 Miles DIRECTION FROM SITE: Northwest REGULATED BY: Ltnka	1313 S Harbor Blvd Anaheim, CA 92802-2309 COUNTY: Orange	32
16025008423	Shell Service Station DISTANCE FROM SITE: 0.65 Miles DIRECTION FROM SITE: Southwest REGULATED BY: Ltnka	2100 S Harbor Blvd Anaheim, CA 92802-3516 COUNTY: Orange	33
16025008374	John David International DISTANCE FROM SITE: 0.71 Miles DIRECTION FROM SITE: Southeast REGULATED BY: Ltnka	1858 S Anaheim Blvd Anaheim, CA 92805-6601 COUNTY: Orange	39

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA HAZARDOUS WASTE INFORMATION SYSTEM
HWIS - PLOTTABLE SITES - PAGE 1

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID EPA ID	FACILITY	ADDRESS	MAP ID
06055069647 CAL0000082760	D&j 1hour Photo DISTANCE FROM SITE: 0.15 Miles DIRECTION FROM SITE: Southwest	1770 S Harbor Blvd Anaheim, CA 92802-2300 COUNTY: Orange	2
YEAR: 95 TONS: 0	CATEGORY DESCRIPTION: Metal Sludge (see 121) DISPOSAL METHOD: Recycler		
06055066350 CAL0000070462	Mike Flynn Chevron DISTANCE FROM SITE: 0.21 Miles DIRECTION FROM SITE: Southwest	1801 S Harbor Blvd Anaheim, CA 92802-3509 COUNTY: Orange	6
YEAR: 95 TONS: 0	CATEGORY DESCRIPTION: Unspecified Oil-containing Waste DISPOSAL METHOD: Recycler		

ERIIS ENVIRONMENTAL DATA REPORT
SPILLS, LEAKS, INVESTIGATIONS AND CLEANUPS REPORT
SPILLS - PLOTTABLE SITES - PAGE 1

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID	FACILITY	ADDRESS	MAP ID
06021003179	Disneyland	1313 S Harbor Blvd	32
	DISTANCE FROM SITE: 0.64 Miles	Anaheim, CA 92802-2309	
	DIRECTION FROM SITE: Northwest	COUNTY: Orange	
	CONTAMINANT(S): Solvents		
	STATUS: Closed		
	MEDIA CONTAMINATED: Soil And Ground Water		

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	SELECTED BY
06040005573 HWS	Pierce Chlorine 17811 Walnut Anaheim, CA 92802 County: Orange	ZIP code
06008010425 RCRIS_SG	Towne Center Cleaners 230 Lincoln Anaheim, CA 92802 County: Orange	ZIP code
06003020609 FINDS	Towne Center Cleaners 230 Lincoln Anaheim, CA 92802 County: Orange	ZIP code
06008034491 RCRIS_SG	Pacific Bell Maricopa Highway & Highway 99 Bakersfield, CA 92802 County: Orange	ZIP code
06003055932 FINDS	Pacific Bell Maricopa Hwy & Hwy 99 Bakersfield, CA 92802 County: Orange	ZIP code
06055034857 HWIS	Towne Center Cleaners 230 Lincoln Anaheim, CA 92802-0000 County: Orange	ZIP code
06010024303 RST	Goodyear 421 W Chapman Ave Anaheim, CA 92802-3504 County: Orange	ZIP code
06055054872 HWIS	West County Tire And Automotiv 421 W Chapman Ave Anaheim, CA 92802-3504 County: Orange	ZIP code
06008015467 RCRIS_SG	Lords Cleaners 509 W Chapman Ave Anaheim, CA 92802-351 County: Orange	ZIP code
06008008236 RCRIS_SG	Photo Express 527 W Chapman Ave Anaheim, CA 92802-351 County: Orange	ZIP code
06003028835 FINDS	Lords Cleaners 509 W Chapman Ave Anaheim, CA 92802-3519 County: Orange	ZIP code
06055039000 HWIS	Lords Dry Cleaners & Laundry 509 W Chapman Ave Anaheim, CA 92802-3519 County: Orange	ZIP code
06003017059 FINDS	Photo Express 527 W Chapman Ave Anaheim, CA 92802-3519 County: Orange	ZIP code
06042002345 SWF	Cannery-garden Grove CA County: Orange	County

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	SELECTED BY
06042003610 SWF	Garden Grove Disposal Station #15 CA County: Orange	County
06042002331 SWF	Golden West No. 10 CA County: Orange	County
06042002334 SWF	Huntington Beach Rock CA County: Orange	County
06042002338 SWF	Jeffery Road Rock Plant CA County: Orange	County
06042003611 SWF	Laguna Beach City Dump CA County: Orange	County
06042002313 SWF	Liberty Park CA County: Orange	County
06042003613 SWF	Longston Pit CA County: Orange	County
06042002316 SWF	Malcolm Rorty CA County: Orange	County
06042002322 SWF	Newporter & Sons CA County: Orange	County
06042003612 SWF	Orange County Water District Lincoln & B CA County: Orange	County
06042002274 SWF	Yorba Street Disposal Station #12 CA County: Orange	County
06042002264 SWF	Scotts Company 14310 Scottslawn Rd CA County: Orange	County
06042002351 SWF	Disposal Waste System/kraft 2680 South Garnsey CA County: Orange	County
06042002253 SWF	Caltrans Route 73 Project Bristol And The 73 Highway CA County: Orange	County

ERIIS ID. DATABASE	FACILITY ADDRESS COMMENTS	SELECTED BY
06042002254 SWF	Capo Park District Del Obispo Capistrano Bay Park & Rec. Dist., 34052 CA County: Orange	County
06042002269 SWF	Unknown #7 E Of State Coll W-plonta N Of Rvrsde Fwy CA County: Orange	County
06042002267 SWF	Unknown #5 La Palma & West Street CA County: Orange	County
06042002329 SWF	Foster Sand & Gravel N Of Katella, E Of Santa Ana River, Oran CA County: Orange	County
06042003955 SWF	Newporter And Sons Na CA County: Orange	County
06042003949 SWF	Blue Diamond Ne Santiago Canyon Blvd & Santiago CA County: Orange	County
06042002352 SWF	Dow Chemical Dump Pacific Coast Hwy & 1st St. CA County: Orange	County
06042002277 SWF	South Street/anaheim South Street & Lincoln CA County: Orange	County
06042002301 SWF	Parker Brothers Dump Walnut & Van Buren CA County: Orange	County

ERIIS ENVIRONMENTAL DATA REPORT
RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM - SMALL QUANTITY GENERATORS
RCRIS_SG - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID EPA ID	FACILITY	ADDRESS
06008008236 CAD981430572	Photo Express	527 W Chapman Ave Anaheim, CA 92802-351 County: Orange

Facility Is Not Reported In Raats

06008010425 CAD981581184	Towne Center Cleaners	230 Lincoln Anaheim, CA 92802 County: Orange
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Facility Is Not Reported In Raats

06008015467 CAD981984404	Lords Cleaners	509 W Chapman Ave Anaheim, CA 92802-351 County: Orange
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Facility Is Not Reported In Raats

06008034491 CAT080020589	Pacific Bell	Maricopa Highway & Highway 99 Bakersfield, CA 92802 County: Orange
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Facility Is Not Reported In Raats

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA UNDERGROUND STORAGE TANK REPORT
RST - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID	FACILITY	ADDRESS
06010024303	Goodyear	421 W Chapman Ave Anaheim, CA 92802-3504 COUNTY: Orange

BUSINESS DESCRIPTION: Not Supplied
NUMBER OF TANKS: 1

MANAGER: Not Reported (714) 750-6333

CAPACITY: 550 G
SUBSTANCE: Unknown
STATUS: Active

TANK DESCRIPTION: Unknown
TANK MATERIAL: Bare Steel

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA SOLID WASTE INFORMATION SYSTEM
SWF - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID SWIS ID	FACILITY	ADDRESS
06042002253 30-CR-0001	Caltrans Route 73 Project	Bristol And The 73 Highway CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042002254 30-CR-0002	Capo Park District Del Obispo	Capistrano Bay Park & Rec. Dist., 34052 CA COUNTY: Orange
OWNER: City Of Dana Point 33282 Golden Lantern Dana Point, CA 92629		OWNER CONTACT: (714) 248-3582
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042002264 30-CR-0013	Scotts Company	14310 Scottslawn Rd CA COUNTY: Orange
OWNER: Martin G		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042002267 30-CR-0016	Unknown #5	La Palma & West Street CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
06042002269 30-CR-0018	Unknown #7	E Of State Coll W-plenta N Of Rvrsde Fwy CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
06042002274 30-CR-0024	Yorba Street Disposal Station #12	CA COUNTY: Orange
OWNER: City Of Paso Robles P.o. Box 307 Paso Robles, CA 93446		OWNER CONTACT: (805) 239-0210
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA SOLID WASTE INFORMATION SYSTEM
SWF - UNPLOTTABLE SITES

RIIS Report #232326A

Mar 17, 1998

RIIS ID WIS ID	FACILITY	ADDRESS
6042002277 0-CR-0027	South Street/anaheim	South Street & Lincoln CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
6042002301 0-CR-0051	Parker Brothers Dump	Walnut & Van Buren CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
6042002313 0-CR-0064	Liberty Park	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
6042002316 0-CR-0067	Malcolm Rorty	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
6042002322 0-CR-0073	Newporter & Sons	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
6042002329 0-CR-0080	Foster Sand & Gravel	N Of Katella, E Of Santa Ana River, Oran CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA SOLID WASTE INFORMATION SYSTEM
SWF - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID SWIS ID	FACILITY	ADDRESS
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06042002331 30-CR-0082	Golden West No. 10	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		

06042002334 30-CR-0085	Huntington Beach Rock	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		

06042002338 30-CR-0089	Jeffery Road Rock Plant	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		

06042002345 30-CR-0097	Cannery-garden Grove	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		

06042002351 30-CR-0103	Disposal Waste System/kraft	2680 South Garnsey CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		

06042002352 30-CR-0104	Dow Chemical Dump	Pacific Coast Hwy & 1st St. CA COUNTY: Orange
OWNER: R & B Reality Group		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA SOLID WASTE INFORMATION SYSTEM
SWF - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID SWIS ID	FACILITY	ADDRESS
06042003610 30-CR-0139	Garden Grove Disposal Station #15	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042003611 30-CR-0140	Laguna Beach City Dump	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042003612 30-CR-0141	Orange County Water District Lincoln & B	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042003613 30-CR-0142	Longston Pit	CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: To Be Determined
ACTIVITY: Solid Waste Disposal Site		
06042003949 30-CR-0117	Blue Diamond	Ne Santiago Canyon Blvd & Santiago CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS: To Be Determined
CATEGORY:		OPERATIONAL STATUS: Closed
ACTIVITY: Solid Waste Disposal Site		
06042003955 30-CR-0149	Newporter And Sons	Na CA COUNTY: Orange
OWNER:		OWNER CONTACT:
CLASSIFICATION:		REGULATORY STATUS:
CATEGORY:		OPERATIONAL STATUS:

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA CALSITES
HWS - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID FACILITY ID	FACILITY	ADDRESS
06040005573 30280525	Pierce Chlorine	17811 Walnut Anaheim, CA 92802 COUNTY: Orange

CALSITE STATUS DATE: // CALSITE STATUS: Preliminary Endangerment Assessment Req - Medium
GROUNDWATER STATUS: Not Reported

ERIIS ENVIRONMENTAL DATA REPORT
FACILITY INDEX SYSTEM
FINDS - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID	FACILITY	ADDRESS
6003017059 AD981430572	Photo Express	527 W Chapman Ave Anaheim, CA 92802-3519 COUNTY: Orange
SIC CODE(S): Not Reported		
	TRACKING PROGRAM RCRIS	LAST UPDATE 08/03/95
6003020609 AD981581184	Towne Center Cleaners	230 Lincoln Anaheim, CA 92802 COUNTY: Orange
SIC CODE(S): Not Reported		
	TRACKING PROGRAM RCRIS	LAST UPDATE 01/17/97
6003028835 AD981984404	Lords Cleaners	509 W Chapman Ave Anaheim, CA 92802-3519 COUNTY: Orange
SIC CODE(S): Not Reported		
	TRACKING PROGRAM RCRIS	LAST UPDATE 11/30/95
6003055932 AT080020589	Pacific Bell	Maricopa Hwy & Hwy 99 Bakersfield, CA 92802 COUNTY: Orange
SIC CODE(S): Not Reported		
	TRACKING PROGRAM RCRIS	LAST UPDATE 08/03/95

ERIIS ENVIRONMENTAL DATA REPORT
CALIFORNIA HAZARDOUS WASTE INFORMATION SYSTEM
HWIS - UNPLOTTABLE SITES

ERIIS Report #232326A

Mar 17, 1998

ERIIS ID	FACILITY	ADDRESS
EPA ID		

06055034857	Towne Center Cleaners	230 Lincoln
0AD981581184		Anaheim, CA 92802-0000
		COUNTY: Orange
YEAR: 93	CATEGORY DESCRIPTION: Liquids With Halogenated Organic Compounds >= 1,000 Mg./l	
TONS: 1	DISPOSAL METHOD: Transfer Station	

06055039000	Lords Dry Cleaners & Laundry	509 W Chapman Ave
0AD981984404		Anaheim, CA 92802-3519
		COUNTY: Orange
YEAR: 95	CATEGORY DESCRIPTION: Halogenated Solvents (chloroforms, Methyl Chloride, Perchloroethylene, Etc)	
TONS: 0	DISPOSAL METHOD: Not Reported	
YEAR: 95	CATEGORY DESCRIPTION: Halogenated Solvents (chloroforms, Methyl Chloride, Perchloroethylene, Etc)	
TONS: 0	DISPOSAL METHOD: Recycler	

06055054872	West County Tire And Automotiv	421 W Chapman Ave
0AL000025972		Anaheim, CA 92802-3504
		COUNTY: Orange
YEAR: 93	CATEGORY DESCRIPTION: Unspecified Oil-containing Waste	
TONS: 1	DISPOSAL METHOD: Recycler	
YEAR: 95	CATEGORY DESCRIPTION: Aqueous Solution With Total Organic Residues Less Than 10 Percent	
TONS: 0	DISPOSAL METHOD: Transfer Station	
YEAR: 95	CATEGORY DESCRIPTION: Hydrocarbon Solvents (benzene, Hexane, Stoddard, Etc.)	
TONS: 2	DISPOSAL METHOD: Recycler	

ERIIS LIST OF STREETS IN THE RADIUS

RIIS Report #232326A

Mar 17, 1998

STREET NAME

S 9TH ST
 S ACAMA ST
 ACCESS RAMP
 ADRIAN ST
 S ALLEC ST
 W ALRO AVE
 ANAHEIM BLVD
 S ANAHEIM BLVD
 ANCHOR ST
 S ANCHOR ST
 ASCOT DR
 ASPEN
 S ASPEN ST
 ATLAS DR
 W AUDRE DR
 E BABBITT AVE
 E BALL ROAD
 W BALL ROAD
 BANGOR ST
 S BAYLESS ST
 BEAUXWOOD ST
 W BELLEVUE DR
 W BERRY AVE
 S BETMOR LANE
 E BINNACLE AVE
 BIRCH
 BLUEBELL AVE
 E BLUEBELL PL
 W BLUEBELL AVE
 W BOYSEN AVE
 S BRODEN ST
 BUARO ST
 BUCKINGHAM CIR
 S CAMBRIDGE ST
 W CAMDEN AVE
 S CAMINO ST
 CANDY LANE
 S CANTERBURY CIR
 S CAPLAN ST
 W CASA GRANDE AVE
 S CASA VISTA ST
 W CASTLE AVE
 CEDAR
 E CERRITOS AVE
 W CERRITOS AVE
 W CHALET AVE
 CHAPMAN AVE
 W CHAPMAN AVE
 E CHARLOTTE AVE
 CHELSEA CIR
 CHESLEA CIR
 S CHRIS LANE
 CIRCLE DR
 S CITRON ST
 CITRUS DR
 S CLAREMONT ST
 CLAUDINA WAY
 S CLAUDINA ST
 CLEMENTINE ST
 S CLEMENTINE ST
 CLIFFWOOD AVE
 E CLIFFWOOD AVE
 W CLIFFWOOD AVE
 E CLIFTON AVE
 W CLIFTON AVE
 W COLONIAL AVE
 W CONVENTION WAY
 COPPER VIA
 COTTONWOOD
 W COTTONWOOD CIR
 W CRIS PL
 S CUTTY WAY
 S DANA ST
 DANIEL AVE

ERIIS LIST OF STREETS IN THE RADIUS

ERIIS Report #232326A

Mar 17, 1998

STREET NAME

DARYL LANE
S DAVID ST
DEBBIE LANE
S DEBRA LANE
W DEWEY DR
S DICKEL ST
DONNA LANE
DOWNING ST
EGHAM CIR
W ELEANOR DR
EUGENE ST
S EUGENE ST
W EUGENE PL
FALLINGLEAF ST
S FEATHER ST
FIRE (A) LANE
FIRE (B) LANE
FIREBRAND CIR
E FLORENCE AVE
S FLORE ST
W FREEDMAN WAY
S GAIL LANE
E GENE AUTRY WAY
GLOBAL WAY
GLOBAL WAY EXIT
W GOODHUE AVE
N GRANT PL
W GUINIDA LANE
HALYARD LANE
N HALYARD LANE
W HAMPSHIRE AVE
S HAMPSTEAD ST
HARBOR BLVD
S HARBOR BLVD
W HARLE PL
HASTER ST
S HASTER ST
S HEATHER LANE
S HELENA ST
S HICKORY ST
W HILL AVE
W HOLGATE PL
HOLYOAK LANE
HOTEL WAY
E HOWELL AVE
S IRIS ST
JACALENE LANE
S JACALENE LANE
JANETTE LANE
S JANETTE LANE
S JEFFREY DR
N JETTY DR
S JETTY DR
JEWEL LANE
S JUNE PL
JUPITER ROAD
KATELLA AVE
E KATELLA AVE
W KATELLA AVE
KATHY LANE
S KATHY LANE
KIM WAY
W KIMBERLY AVE
LAMARK LANE
W LAMARK DR
W LASTER AVE
E LEATRICE LANE
S LEMON ST
LEOTA LANE
S LEWIS ST
E LORRAINE DR
W LYNNE AVE
S MADRID ST
S MALLUL DR

ERIIS LIST OF STREETS IN THE RADIUS

ERIIS Report #232326A

Mar 17, 1998

STREET NAME

S MANCHESTER AVE
 W MANCHESTER AVE
 MANZANITA
 MAPLE
 S MARGATE PL
 W MARGATE DR
 MARGIE LANE
 S MARGIE LANE
 S MICHELLE DR
 W MIDWAY DR
 S MIRA CT
 MISSILE LANE
 MORGAN LANE
 S MORGAN LANE
 S MOUNT VIEW AVE
 S MOUNTAIN VIEW AVE
 E NARDA ST
 S NAUTICAL ST
 NIKE DR
 S NORFOLK LANE
 NORMA LANE
 S NORMA LANE
 W NOTTINGHAM LANE
 OERTLEY DR
 S OERTLEY DR
 OERTLY CIR
 S OLIVE ST
 ORANGEWOOD AVE
 E ORANGEWOOD AVE
 W ORANGEWOOD AVE
 ORBIT WAY
 OX ROAD
 E PACIFICO AVE
 E PALAIS ROAD
 W PALAIS ROAD
 S PALM ST
 E PEARSON AVE
 S PEPPER ST
 PEPPERWOOD
 S PETAL PL
 S PHILADELPHIA ST
 PINE
 POLARIS ROAD
 E PONDEROSA LANE
 PURYEAR LANE
 REVA DR
 RICKY AVE
 W RICKY LANE
 RIVERA LANE
 ROBERT LANE
 S ROBERT LANE
 ROCKET DR
 SAGE ST
 S SALEM ST
 SAMUEL DR
 SANTA ANA FRWY
 S SANTA CRUZ ST
 SATURN ROAD
 SIMMONS AVE
 E SIMMONS AVE
 W SIMMONS AVE
 SIRIUS AVE
 W SIRIUS AVE
 SOMERSET PL
 N SPINNAKER ST
 S SPINNAKER ST
 S SPRAGUE LANE
 E STANFORD CT
 W STAY COURT AVE
 W STELLA AVE
 S STRATHMORE PL
 SUNGROVE ST
 E SUSANNE ST
 SUSSEX CIR

ERIIS LIST OF STREETS IN THE RADIUS

ERIIS Report #232326A

Mar 17, 1998

STREET NAME

SUTTER VIA
 E TALBOT WAY
 TANGERINE LANE
 THOR ROAD
 TILLER AVE
 W TILLER AVE
 TIMMY LANE
 W TONIA LANE
 W TRENTON PL
 S TROY ST
 VANGUARD ROAD
 E VERMONT AVE
 W VERMONT AVE
 S VERNON ST
 S VERN ST
 VIA ALOHA DR
 VIA DEL RAY
 VIA HILO DR
 VIA KONA DR
 VIA MAUI
 VIA TAHITI
 E WAKEFIELD AVE
 W WAKEFIELD AVE
 S WALNUT ST
 WEST ST
 S WEST ST
 WILKEN WAY
 E WILKEN WAY
 W WILKEN WAY
 WILLOW
 S WILLOWBROOK LANE
 WINSTON ROAD
 W WINSTON ROAD
 E WRIGHT CIR
 YUCCA AVE
 S ZEYN ST

430 NORTH VINEYARD AVENUE
SUITE #101
ONTARIO, CA 91764
909 390-2404
FAX: (909) 390-2406

March 25, 1998

Anaheim Fire Dept.
Fire Prevention Division
201 S. Anaheim Blvd., Ste. 300
Anaheim, CA 92805
phone (714) 765-4040
fax (714) 765-4008

Re: File Review Request

Ms. Joy Szymborski:

Pursuant to a Phase I Assessment, I would like to review any UST, hazardous material storage, waste spill/release or violation information that your agency has on file for the following listed location(s):

Industrial Properties
1731 & 1753 South Clementine St.
Anaheim, CA 92802

Church Property
400 W. Freedman Way
Anaheim, CA 92802

Commercial Properties
301, 351 and 401 W. Katella Ave.
Anaheim, CA 92802

Hotel Property
1700 S. Harbor Blvd.
Anaheim, CA 92802

Please let me know when the files (if any) will be available for review. Thank you.

Sincerely,
NORTHWEST ENVIROCON, INC.



David W. Copp, REA
(909) 390-2404
fax (909) 390-2406



ENVIRONMENTAL
ENGINEERING

INDUSTRIAL
HYGIENE

CONSTRUCTION
MANAGEMENT

LABORATORY
SERVICES

MAINTENANCE
ENGINEERING

ASBESTOS
SERVICES

ENVIRONMENTAL
TRAINING

430 NORTH VINEYARD AVENUE
SUITE #101
ONTARIO, CA 91764
909 390 2404
FAX: (909) 390 2406

March 27, 1998

Anaheim Fire Dept.
Fire Prevention Division
201 S. Anaheim Blvd., Ste. 300
Anaheim, CA 92805
phone (714) 765-4040
fax (714) 765-4008

Re: File Review Request

Ms. Joy Szyborski:

Pursuant to a Phase I Assessment, I would like to review any UST, hazardous material storage, waste spill/release or violation information that your agency has on file for the following listed location(s):

Former Chevron Station
1660 S. Harbor Blvd.
Anaheim, CA 92802

Please let me know when the files (if any) will be available for review. Thank you.

Sincerely,
NORTHWEST ENVIROCON, INC.



David W. Copp, REA
(909) 390-2404
fax (909) 390-2406



ENVIRONMENTAL
ENGINEERING

INDUSTRIAL
HYGIENE

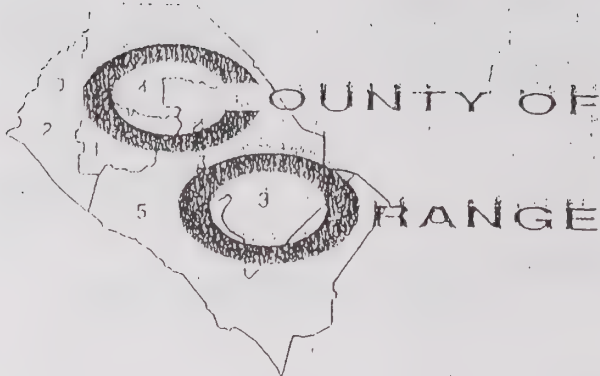
CONSTRUCTION
MANAGEMENT

LABORATORY
SERVICES

MAINTENANCE
ENGINEERING

ASBESTOS
SERVICES

ENVIRONMENTAL
TRAINING



CUSTODIAN OF RECORDS
615 N SYCAMORE
P.O. BOX 355
SANTA ANA, CA 92702
Hazardous Waste / Tanks (714) 834-3446
Animal Control / Health Inspect. (714) 834-2147
FAX - (714) 835-9312

REQUEST FOR RECORDS

The undersigned hereby requests a copy of record prepare and maintained in the ordinary course of business concerned at or near the time of the act, condition, or event which they depict by the County of Orange Health Care Agency.

The records requested are public documents and are not protected by Federal or State confidentiality statutes. Nevertheless, should any confidential information pertaining to individuals or entities, corporations, partnerships, or organizations be inadvertently included in any of the records, the undersigned agrees to protect that confidentiality and recognized that unauthorized release or disclosure of confidential information may make the undersigned subject to civil action under provision of Federal and California statutes.

The undersigned understands that the County will charge \$0.15 per page copied. If request is to be canceled, this office must be notified at the above number within five (5) days of receipt of request, otherwise cost incurred will be charged to the undersigned.

Specific records are: Hotel
1700 S. Harbor Blvd.
Anaheim, CA 92802

Records are required for the purpose of: Phase I ESA


SIGNATURE of Requester
DAVID W. CORP NORTHWEST ENVIROCON, INC.
PRINT Name of Requester and Company Name (if applicable)
430 N. VINEYARD AV. #101 909 390-2404
PRINT Street Address
ONTARIO, CA 91764 3/24/98
PRINT City, State & Zip Code
Area Code & Phone Number
Date



Health Care Agency

515 N. Sycamore, Room 101
Santa Ana, CA 92701

Telephone: (714) 834-3446
Fax: (714) 835-2312

Mailing Address: P.O. Box 355
Santa Ana, CA 92702

HAZARDOUS WASTE INFORMATION CHECKLIST

Please check the appropriate items below. This will enable us to search the actual files that you need, therefore, cutting down the time spent searching for records that you may not want.

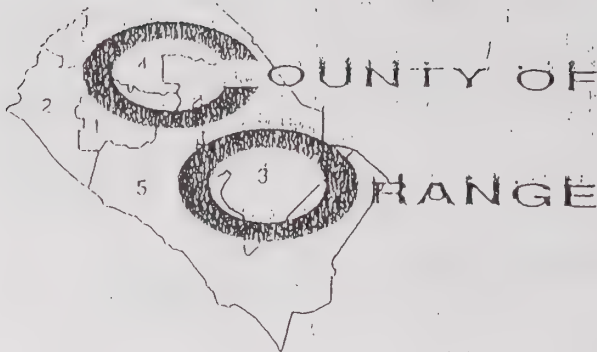
SITE SPECIFIC INFORMATION

- ☒ Hazardous Waste Generator files (complete file)
- ☒ Underground Storage Tank files (complete file)
- ☒ Leaking Underground Storage Tank cleanup
- ☒ Hazardous Waste site cleanup (industry cleanup)
- ☒ Solid Waste Facility File (large files — need to be specific)
- ☒ Hazardous Waste Spill Response Logs (emergency incidents)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☒ Hazardous Waste, Underground Storage Tank and Infectious Waste investigation request files (complaints regarding the above)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☐ Proposition 65 reports

LISTS AVAILABLE

- ☐ List of Underground Storage Tank facilities (computer printout for all Orange County)
- ☐ List of Underground Storage Tank cleanups (computer printout for all Orange County)
- ☐ List of Hazardous Waste Generator facilities (computer printout for all Orange County)
- ☐ List of Industrial Cleanup Sites
- ☐ List of pending solid waste Facilities Permit applications
- ☐ Solid Waste Facility Inventory Report (includes old solid landfills)
- ☐ Chronological Log of Enforcement and Legal Actions (Solid Waste)

OTHER INFORMATION



CUSTODIAN OF RECORDS

615 N SYCAMORE

P.O. BOX 355

SANTA ANA, CA 92702

Hazardous Waste / Tanks (714) 834-3446

Air Quality Control / Health Inspect. (714) 834-2147

FAX - (714) 835-9312

REQUEST FOR RECORDS

The undersigned hereby requests a copy of record prepare and maintained in the ordinary course of business concerned at or near the time of the act, condition, or event which they depict by the County of Orange Health Care Agency.

The records requested are public documents and are not protected by Federal or State confidentiality statutes. Nevertheless, should any confidential information pertaining to individuals or entities, corporations, partnerships, or organizations be inadvertently included in any of the records, the undersigned agrees to protect that confidentiality and recognized that unauthorized release or disclosure of confidential information may make the undersigned subject to civil action under provision of Federal and California statutes.

The undersigned understands that the County will charge \$0.15 per page copied. If request is to be canceled, this office must be notified at the above number within five (5) days of receipt of request, otherwise cost incurred will be charged to the undersigned.

Specific records are: 2 Industrial Sites
1731 & 1753 S. Clementine St.
Anaheim, CA 92802

Records are required for the purpose of: Phase I ESA

SIGNATURE of Requester

DAVID W. COOPNORTHWEST ENVIROCON, INC.

PRINT Name of Requester and Company Name (if applicable)

430 N. VINEYARD AV. #101909 390-2404

PRINT Street Address

ONTARIO, CA 91764

Area Code & Phone Number

3/24/98

PRINT City, State & Zip Code

Date



COUNTY OF ORANGE, CALIFORNIA
Health Care Agency

515 N. Sycamore, Room 101
Santa Ana, CA 92701

Telephone: (714) 834-3446
Fax: (714) 835-9312

Mailing Address: P.O. Box 355
Santa Ana, CA 92702

HAZARDOUS WASTE INFORMATION CHECKLIST

Please check the appropriate items below. This will enable us to search the actual files that you need, therefore, cutting down the time spent searching for records that you may not want.

SITE SPECIFIC INFORMATION

- ☒ Hazardous Waste Generator files (complete file)
- ☒ Underground Storage Tank files (complete file)
- ☒ Leaking Underground Storage Tank cleanup
- ☒ Hazardous Waste site cleanup (industry cleanup)
- ☒ Solid Waste Facility File (large files — need to be specific)
- ☒ Hazardous Waste Spill Response Logs (emergency incidents)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☒ Hazardous Waste, Underground Storage Tank and Infectious Waste investigation request files (complaints regarding the above)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☐ Proposition 65 reports

LISTS AVAILABLE

- ☐ List of Underground Storage Tank facilities (computer printout for all Orange County)
- ☐ List of Underground Storage Tank cleanups (computer printout for all Orange County)
- ☐ List of Hazardous Waste Generator facilities (computer printout for all Orange County)
- ☐ List of Industrial Cleanup Sites
- ☐ List of pending solid waste Facilities Permit applications
- ☐ Solid Waste Facility Inventory Report (includes old solid landfills)
- ☐ Chronological Log of Enforcement and Legal Actions (Solid Waste)

OTHER INFORMATION

1731 & 1753 S. Clementine St.
Anaheim



CUSTODIAN OF RECORDS
615 N SYCAMORE
P.O. BOX 355
SANTA ANA, CA 92702
Hazardous Waste / Tanks (714) 834-3446
Animal Control / Health Inspect. (714) 834-2147
FAX - (714) 835-9312

REQUEST FOR RECORDS

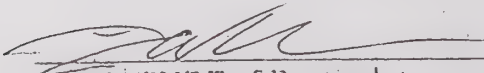
The undersigned hereby requests a copy of record prepare and maintained in the ordinary course of business concerned at or near the time of the act, condition, or event which they depict by the County of Orange Health Care Agency.

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The undersigned understands that the County will charge \$0.15 per page copied. If request is to be canceled, this office must be notified at the above number within five (5) days of receipt of request, otherwise cost incurred will be charged to the undersigned.

Specific records are: Various Commercial Usages
301, 351 & 401 W. Katella Ave.
Anaheim, CA 92802

Records are required for the purpose of: Phase I ESA


SIGNATURE of Requester

DAVID W. CORP NORTHWEST ENVIROCON, INC.

PRINT Name of Requester and Company Name (if applicable)

430 N. VINEYARD AV. #101

PRINT Street Address

ONTARIO, CA 91764

PRINT City, State & Zip Code

909 390-2404

Area Code & Phone Number

3/24/98

Date



Health Care Agency

515 N. Sycamore, Room 101
Santa Ana, CA 92701

Telephone: (714) 831-3446
Fax: (714) 835-9312

Mailing Address: P.O. Box 355
Santa Ana, CA 92702

HAZARDOUS WASTE INFORMATION CHECKLIST

Please check the appropriate items below. This will enable us to search the actual files that you need, therefore cutting down the time spent searching for records that you may not want.

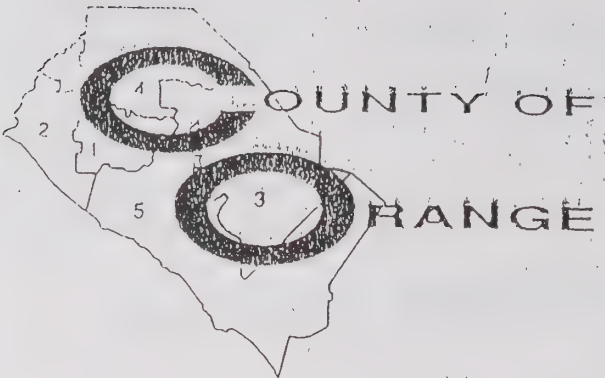
SITE SPECIFIC INFORMATION

- ☒ Hazardous Waste Generator files (complete file)
- ☒ Underground Storage Tank files (complete file)
- ☒ Leaking Underground Storage Tank cleanup
- ☒ Hazardous Waste site cleanup (industry cleanup)
- ☒ Solid Waste Facility File (large files — need to be specific)
- ☒ Hazardous Waste Spill Response Logs (emergency incidents)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☒ Hazardous Waste, Underground Storage Tank and Infectious Waste investigation request files (complaints regarding the above)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☐ Proposition 65 reports

LISTS AVAILABLE

- ☐ List of Underground Storage Tank facilities (computer printout for all Orange County)
- ☐ List of Underground Storage Tank cleanups (computer printout for all Orange County)
- ☐ List of Hazardous Waste Generator facilities (computer printout for all Orange County)
- ☐ List of Industrial Cleanup Sites
- ☐ List of pending solid waste Facilities Permit applications
- ☐ Solid Waste Facility Inventory Report (includes old solid landfills)
- ☐ Chronological Log of Enforcement and Legal Actions (Solid Waste)

OTHER INFORMATION 301, 351 & 401 W. Katella Av
Anaheim



CUSTODIAN OF RECORDS
615 N SYCAMORE
P.O. BOX 355
SANTA ANA, CA 92702
Hazardous Waste / Tanks (714) 834-3446
Animal Control / Health Inspect. (714) 834-2147
FAX - (714) 835-9312

REQUEST FOR RECORDS

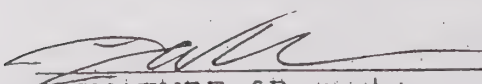
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Specific records are: Melodyland Center
400 W. Freedman Way
Anaheim, CA 92802

Records are required for the purpose of: Phase I ESA


SIGNATURE of Requester

DAVID W. CORP

NORTHWEST ENVIROCON, INC.

PRINT Name of Requester and Company Name (If applicable)

430 N. VINEYARD AV. #101

909 390-2404

PRINT Street Address

ONTARIO, CA 91764

Area Code & Phone Number

3/24/98

PRINT City, State & Zip Code

Date



COUNTY OF ORANGE, CALIFORNIA
Health Care Agency

CUSTODIAN OF RECORDS
515 N. Sycamore, Room 101
Santa Ana, CA 92701

Telephone: (714) 834-3446
FAX: (714) 835-9312

Mailing Address: P.O. Box 355
Santa Ana, CA 92702

HAZARDOUS WASTE INFORMATION CHECKLIST

Please check the appropriate items below. This will enable us to search the actual files that you need, therefore, cutting down the time spent searching for records that you may not want.

SITE SPECIFIC INFORMATION

- ☒ Hazardous Waste Generator files (complete file)
- ☒ Underground Storage Tank files (complete file)
- ☒ Leaking Underground Storage Tank cleanup
- ☒ Hazardous Waste site cleanup (industry cleanup)
- ☒ Solid Waste Facility File (large files — need to be specific)
- ☒ Hazardous Waste Spill Response Logs (emergency incidents)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☒ Hazardous Waste, Underground Storage Tank and Infectious Waste investigation request files (complaints regarding the above)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☐ Proposition 65 reports

LISTS AVAILABLE

- ☐ List of Underground Storage Tank facilities (computer printout for all Orange County)
- ☐ List of Underground Storage Tank cleanups (computer printout for all Orange County)
- ☐ List of Hazardous Waste Generator facilities (computer printout for all Orange County)
- ☐ List of Industrial Cleanup Sites
- ☐ List of pending solid waste Facilities Permit applications
- ☐ Solid Waste Facility Inventory Report (includes old solid landfills)
- ☐ Chronological Log of Enforcement and Legal Actions (Solid Waste)

OTHER INFORMATION

400 W. Freedman Way
Anaheim



CUSTODIAN OF RECORDS

515 N SYCAMORE

P.O. BOX 355

SANTA ANA, CA 92702

Hazardous Waste / Tanks (714) 834-3446

Animal Control / Health Inspect. (714) 834-2147

FAX - (714) 835-9312

REQUEST FOR RECORDS

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The undersigned understands that the County will charge \$0.15 per page copied. If request is to be canceled, this office must be notified at the above number within five (5) days of receipt of request, otherwise cost incurred will be charged to the undersigned.

Specific records are: Former Chevron Station
1660 S. Harbor Blvd.
Anaheim 92802

Records are required for the purpose of: Phase I ESA

DAVID W. COPP
SIGNATURE of Requester

NORTHWEST ENVIROCON, INC.

PRINT Name of Requester and Company Name (if applicable)

430 N. VINEYARD AV. #101

PRINT Street Address

ONTARIO, CA 91764

PRINT City, State & Zip Code

909 390-2404

Area Code & Phone Number

3/27/98

Date



COUNTY OF ORANGE, CALIFORNIA
Health Care Agency

515 N. Sycamore, Room 101
Santa Ana, CA 92701

Telephone: (714) 834-3446
FAX: (714) 835-9312

Mailing Address: P.O. Box 355
Santa Ana, CA 92702

HAZARDOUS WASTE INFORMATION CHECKLIST

Please check the appropriate items below. This will enable us to search the actual files that you need, therefore, cutting down the time spent searching for records that you may not want.

SITE SPECIFIC INFORMATION

- ☒ Hazardous Waste Generator files (complete file)
- ☒ Underground Storage Tank files (complete file)
- ☒ Leaking Underground Storage Tank cleanup
- ☒ Hazardous Waste site cleanup (industry cleanup)
- ☒ Solid Waste Facility File (large files — need to be specific)
- ☒ Hazardous Waste Spill Response Logs (emergency incidents)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☒ Hazardous Waste, Underground Storage Tank and Infectious Waste investigation request files (complaints regarding the above)
 - ☒ **ACTIVE** (ongoing cases)
 - ☒ **CLOSED** (resolved cases)
- ☐ Proposition 65 reports

LISTS AVAILABLE

- ☐ List of Underground Storage Tank facilities (computer printout for all Orange County)
- ☐ List of Underground Storage Tank cleanups (computer printout for all Orange County)
- ☐ List of Hazardous Waste Generator facilities (computer printout for all Orange County)
- ☐ List of Industrial Cleanup Sites
- ☐ List of pending solid waste Facilities Permit applications
- ☐ Solid Waste Facility Inventory Report (includes old solid landfills)
- ☐ Chronological Log of Enforcement and Legal Actions (Solid Waste)

OTHER INFORMATION 1660 S. Harbor Bl.
Anaheim



City of Anaheim
FIRE DEPARTMENT

FIRE PREVENTION DIVISION



March 30, 1998

David W. Copp, REA
Northwest Envirocon, Inc.
430 N. Vineyard Ave. #101
Ontario, CA 91764

Dear Mr. Copp:

Subject: 1731 & 1753 S. Clementine St., 400 W. Freedman Way,
1700 S. Harbor Bl., and 301,351 and 401 W. Katella Ave., Anaheim

We have received your request for environmental information on the above addresses. Research of our records regarding hazardous material disclosure, underground tanks, and hazardous material violations has been completed for the above addresses.

The following information was found:

Hazardous Materials Disclosure:

None of record.

Underground Storage Tanks:

None of record.

Violations:

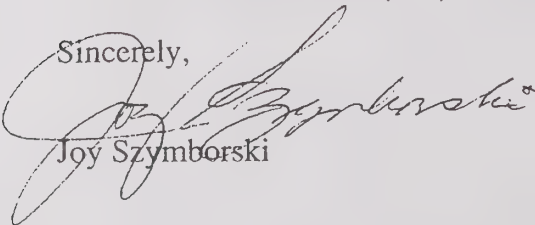
None of record.

Cleanup Information:

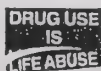
None of record.

You may also contact Orange County Environmental Health Dept., 515 N. Sycamore, Santa Ana, CA., for information from their records prior to 1991. If you have any questions, please do not hesitate to contact me at (714)765-4049.

Sincerely,


Joy Szymborski

201 S. Anaheim Blvd., Suite 300, Anaheim, California 92805
(714) 765-4040 ■ FAX (714) 765-4008 ■ www.anaheim.net





City of Anaheim
FIRE DEPARTMENT



FIRE PREVENTION DIVISION

March 30, 1998

David W. Copp, REA
Northwest Envirocon, Inc.
430 N. Vineyard Ave. #101
Ontario, CA 91764

Dear Mr. Copp:

Subject: 1660 S. Harbor Bl., Anaheim, CA

We have received your request for environmental information on the above address. Research of our records regarding hazardous material disclosure, underground tanks, and hazardous material violations has been completed for the above address.

The following information was found:

Hazardous Materials Disclosure:

None of record.

Underground Storage Tanks:

Enclosed is copy of a Permit dated March 19, 1982 to remove 3 underground storage tanks. Since we took over the UST Program in 1991, you will need to contact Orange County Health Dept. for their records of these tanks.

Violations:

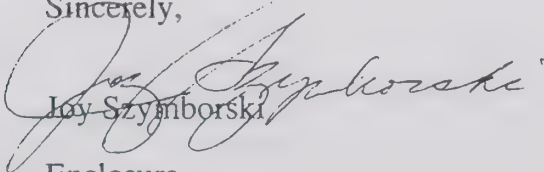
None of record.

Cleanup Information:

None of record.

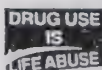
You may also contact Orange County Environmental Health Dept., 515 N. Sycamore, Santa Ana, CA., for information from their records prior to 1991. If you have any questions, please do not hesitate to contact me at (714)765-4049.

Sincerely,


Jozef Szymborski

Enclosure

201 S. Anaheim Blvd., Suite 300, Anaheim, California 92805
(714) 765-4040 ■ FAX (714) 765-4008 ■ www.anaheim.net



1660 S. Harbor Blvd.

Tank Removal

ANAHEIM FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION
PERMIT

Please notify Fire Prevention
24 hours prior to removal
999-1818

3-31-84
km

Date March 19, 1982

Issued To D.S.T. Builders

Address P.O. Box 758 Westminster, California

As provided in City Ordinance No. 16108 Section

E-414238

E-414220

E-414252

The above company or person is authorized under the provisions of this ordinance to engage in the removal of
three underground storage tanks - gasoline - (1) 7500 (2) 7500 (3) 500 gallon

Tanks to be removed from the city at the time of excavation.

1660 South Harbor Blvd.

PERMIT SUBJECT TO FIELD INSPECTION AND APPROVAL

3000

E-414248

within the City of Anaheim

This permit shall be in effect until _____ or until suspended or revoked by the Chief of the
Department.

Gail McClelland
SIGNED



**COUNTY OF ORANGE
HEALTH CARE AGENCY**

TOM URAM
DIRECTOR

CAROL D. KISER
DIRECTOR OF ADMINISTRATION

ADDRESS:
515 NORTH SYCAMORE STREET, SUITE 120
SANTA ANA, CA 92701

MAILING ADDRESS:
P.O. BOX 355
SANTA ANA, CA 92702

TELEPHONE (714) 834-3446
FAX (714) 835-9312

ADMINISTRATION • CUSTODIAN OF RECORDS

NORTHWEST ENVIROCON
DAVID COPP
430 N. VINEYARD AVE.,
STE. 101
ONTARIO, CA 91764

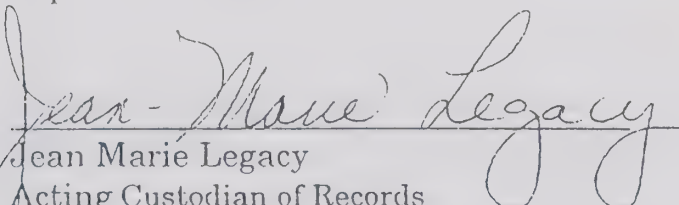
CERTIFICATION OF NO RECORDS

I, the undersigned, being the Custodian of Records for the County of Orange, Health Care Agency, certify that a thorough search of our files, carried out under my direction and control, revealed no hazardous waste records regarding 3 SITES ON KATELLA AVE., ANAHEIM, CA..

It is understood that such records could exist under another spelling, name, or classification, but with the information furnished to this office and to the best of our knowledge, no such records exist in our files.

NOTE: The cities of Anaheim, Fullerton, Orange and Santa Ana monitor their own Underground Storage Tanks.

The Health Care Agency may not be the only source of records. Please check with the Fire Department, the Water Quality Control Board and/or the State Department of Health Services.


Jean Marie Legacy
Acting Custodian of Records
Health Care Agency

DATE: April 10, 1998



**COUNTY OF ORANGE
HEALTH CARE AGENCY**

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DAVID COPP
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STE. 101
ONTARIO, CA 91764

CERTIFICATION OF NO RECORDS

I, the undersigned, being the Custodian of Records for the County of Orange, Health Care Agency, certify that a thorough search of our files, carried out under my direction and control, revealed no hazardous waste records regarding 1731 & 1753 S. CLEMENTINE, ANAHEIM, CA..

It is understood that such records could exist under another spelling, name, or classification, but with the information furnished to this office and to the best of our knowledge, no such records exist in our files.

NOTE: The cities of Anaheim, Fullerton, Orange and Santa Ana monitor their own Underground Storage Tanks.

The Health Care Agency may not be the only source of records. Please check with the Fire Department, the Water Quality Control Board and/or the State Department of Health Services.


Jean Marie Legacy
Acting Custodian of Records
Health Care Agency

DATE: April 10, 1998



**COUNTY OF ORANGE
HEALTH CARE AGENCY**

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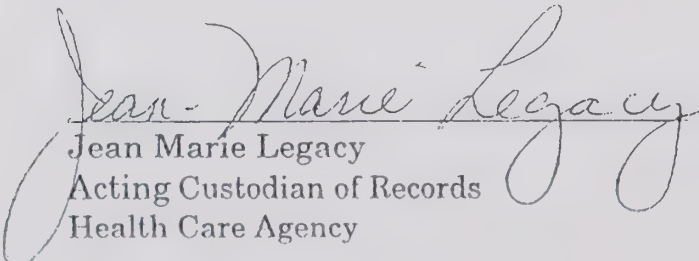
CERTIFICATION OF NO RECORDS

I, the undersigned, being the Custodian of Records for the County of Orange, Health Care Agency, certify that a thorough search of our files, carried out under my direction and control, revealed no hazardous waste records regarding 400 W. FREEDMAN WAY, ANAHEIM, CA..

It is understood that such records could exist under another spelling, name, or classification, but with the information furnished to this office and to the best of our knowledge, no such records exist in our files.

NOTE: The cities of Anaheim, Fullerton, Orange and Santa Ana monitor their own Underground Storage Tanks.

The Health Care Agency may not be the only source of records. Please check with the Fire Department, the Water Quality Control Board and/or the State Department of Health Services.


Jean Marie Legacy
Acting Custodian of Records
Health Care Agency

DATE: April 10, 1998

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DIRECTOR

CAROL D. KISER
DIRECTOR OF ADMINISTRATION

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COUNTY OF ORANGE HEALTH CARE AGENCY

ADMINISTRATION • CUSTODIAN OF RECORDS

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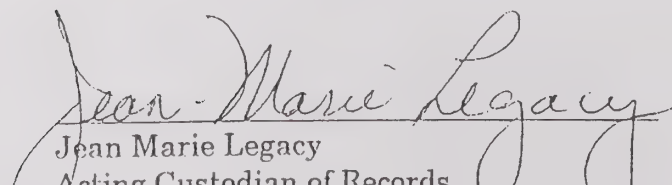
CERTIFICATION OF NO RECORDS

I, the undersigned, being the Custodian of Records for the County of Orange, Health Care Agency, certify that a thorough search of our files, carried out under my direction and control, revealed no hazardous waste records regarding 1660 S. HARBOR BLVD. ANAHEIM, CA..

It is understood that such records could exist under another spelling, name, or classification, but with the information furnished to this office and to the best of our knowledge, no such records exist in our files.

NOTE: The cities of Anaheim, Fullerton, Orange and Santa Ana monitor their own Underground Storage Tanks.

The Health Care Agency may not be the only source of records. Please check with the Fire Department, the Water Quality Control Board and/or the State Department of Health Services.


Jean Marie Legacy
Acting Custodian of Records
Health Care Agency



**COUNTY OF ORANGE
HEALTH CARE AGENCY**

ADMINISTRATION • CUSTODIAN OF RECORDS

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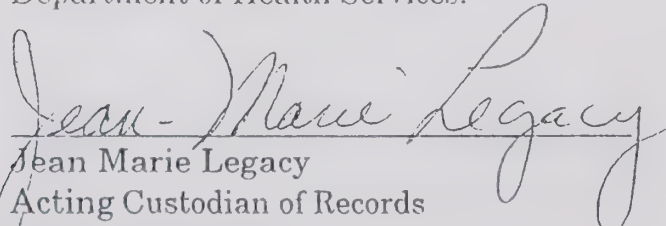
CERTIFICATION OF NO RECORDS

I, the undersigned, being the Custodian of Records for the County of Orange, Health Care Agency, certify that a thorough search of our files, carried out under my direction and control, revealed no hazardous waste records regarding 1700 S. HARBOR BLVD., ANAHEIM, CA..

It is understood that such records could exist under another spelling, name, or classification, but with the information furnished to this office and to the best of our knowledge, no such records exist in our files.

NOTE: The cities of Anaheim, Fullerton, Orange and Santa Ana monitor their own Underground Storage Tanks.

The Health Care Agency may not be the only source of records. Please check with the Fire Department, the Water Quality Control Board and/or the State Department of Health Services.


Jean Marie Legacy
Acting Custodian of Records
Health Care Agency

DATE: April 10, 1998

Phase I
Environmental Site Assessment
Field Screen
Questionnaire

To the best of your knowledge, do any of the following documents exist, or have you been made aware of them in the past:

- ___ Yes ___ No ___ Unkwn (A) Environmental Site Assessments.
- ___ Yes ___ No ___ Unkwn (B) Environmental Assessments - Phase I Reports.
- ___ Yes ___ No ___ Unkwn (C) Environmental Permits.
- ___ Yes ___ No ___ Unkwn (D) Underground storage tank applications, permits, or registrations.
- ___ Yes ___ No ___ Unkwn (E) Community Right-to-Know Plan, Material Safety Data Sheets, Environmental Safety Plans, Environmental Operations and Maintenance Programs.
- ___ Yes ___ No ___ Unkwn (1) Is the Property or any Adjoining Property used for an industrial use?
- ___ Yes ___ No ___ Unkwn (2) To the best of your knowledge, has the Property or Adjoining Property been used for an industrial use in the past?
- ___ Yes ___ No ___ Unkwn (3) Is the Property or any Adjoining Property used as a gasoline station, motor repair facility, commercial printing facility, dry-cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?
- ___ Yes ___ No ___ Unkwn (4) To the best of your knowledge, has the Property or any adjoining Property been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility?
- ___ Yes ___ No ___ Unkwn (5) Are there currently, or to the best of your knowledge have there been previously, any operations at the Property or within the facility which involved the processing, storage or handling of petroleum in individual containers of greater than five gallons in volume, or fifty gallons in the aggregate.

- ___ Yes ___ No ___ Unkwn (6) Are there currently, or to the best of your knowledge have there been previously, any automotive or industrial batteries in significant quantities, or pesticides, paints, or other chemicals in individual containers of greater than five gallons in volume or fifty gallons in the aggregate, stored on or used at the Property or within the facility.
- ___ Yes ___ No ___ Unkwn (7) Are there currently, or to the best of your knowledge have there been previously, any industrial drums (typically 55 gallon) or sacks of chemicals located on the Property or at the facility?
- ___ Yes ___ No ___ Unkwn (8) Has Fill Dirt been brought onto the Property which originated from a contaminated site or which is of an unknown origin?
- ___ Yes ___ No ___ Unkwn (9) Are there currently, or to the best of your knowledge have there been previously, any Pits, Ponds, Surface Impoundments or Lagoons located on the Property in connection with waste treatment or waste disposal?
- ___ Yes ___ No ___ Unkwn (10) Are there currently, or to the best of your knowledge have there been previously, any Incinerators, Injection Wells, Transfer Stations, Waste Recycling Operations, Waste Treatment Detoxification, or Land Disposal Areas located on the Property in connection with waste treatment or waste disposal?
- ___ Yes ___ No ___ Unkwn (11) Is there currently, or to the best of your knowledge has there been previously, any stained soil on the Property?
- ___ Yes ___ No ___ Unkwn (12) Are there currently, or to the best of your knowledge have there been previously, any registered or unregistered above or underground storage tanks located on the Property?
- ___ Yes ___ No ___ Unkwn (13) Are there currently, or to the best of your knowledge have there been previously, any vent pipes, fill pipes or access ways indicating a fill pipe protruding from the ground on the Property or adjacent to any structure located on the Property?
- ___ Yes ___ No ___ Unkwn (14) Are there currently, or to the best of your knowledge have there been previously installed, any urea-formaldehyde foam insulation within the Property?

- ___ Yes ___ No ___ Unkwn (15) Are there currently, or to the best of your knowledge have there been previously, any flooring, drains, or walls located within the facility that are stained by substances other than water, or are emitting foul odors?
- ___ Yes ___ No ___ Unkwn (16) If the Property is served by a private well or non-public water system, have contaminants been identified in the well or system that exceed guidelines applicable to the water system or has the well been designated as contaminated by any government environmental and or health agency?
- ___ Yes ___ No ___ Unkwn (17) Does the Owner or Occupant of the Property have any knowledge of Environmental Liens or government notification relating to past or current violations of environmental laws with respect to the Property or any facility located on the Property?
- ___ Yes ___ No ___ Unkwn (18) Has the Owner or Occupant of the Property been informed of the past or current existence of hazardous Substances or Petroleum Products or environmental violations with respect to the Property or any facility located on the Property?
- ___ Yes ___ No ___ Unkwn (19) Does the Owner or Occupant of the Property have any knowledge of any Environmental Site Assessment of the Property or facility that indicated the presence of Hazardous Substances or Petroleum Products on, or contamination of, the Property or recommended further assessment of the Property?
- ___ Yes ___ No ___ Unkwn (20) Does the Owner or Occupant of the Property know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any Hazardous Substances or Petroleum Products involving the Property by an Owner or Occupant?
- ___ Yes ___ No ___ Unkwn (21) Does the Property discharge waste water other than storm water, directly to a ditch or stream on or adjacent to the Property?
- ___ Yes ___ No ___ Unkwn (22) To the best of your knowledge, have any Hazardous Substances or Petroleum Products, unidentified waste materials, tires, automotive or industrial batteries or any other waste materials been dumped above grade, buried, and or burned on the Property?

___Yes___No___Unkwn

(23) To the best of your knowledge, have any railroad ties, telephone poles, treated lumber, wooden wire or cable storage reels or spools been dumped above grade, buried, and or burned on the Property?

___Yes___No___Unkwn

(24) To the best of your knowledge, in the past or the present have any railroad tracks or railroad right-of-ways been located on, or adjacent to the Property?

___Yes___No___Unkwn

(25) Is there a transformer, capacitor or any hydraulic equipment for which there are any records indicating the presence of PCBs?

___Yes___No___Unkwn

(26) Are there currently, or to the best of your knowledge, has the Owner or Operator of the Property been required previously to submit, file, or maintain Material Safety Data Sheets (MSDS) or a written Hazard Communication Program?

___Yes___No___Unkwn

(27) Are there currently, or to the best of your knowledge, has the Owner or Operator of the Property been required previously to submit or file to Federal or State agencies a Chemical Contingency Plan, Emergency and Hazardous Chemical Inventory Form, Toxic Chemical Release Form, SARA Title III - Emergency Planning and Community Right-to-Know Act inventory, SARA Title III - Extremely Hazardous Substances inventory, or report under the Emergency Response Notification System?

___Yes___No___Unkwn

(28) To the best of your knowledge, does the Property currently fall within the auspices of Department of Housing and Urban Development (HUD) supplied funding, or is a source of income revenue directly derived from, supplied, or guaranteed by HUD?

This questionnaire was answered:

Via: ☐ In Person
☐ Telephone Conversation
☐ Sent Registered Mail
☒ Fax

This questionnaire was answered by:

Name: _____

Signature: _____

Title: _____

Firm: _____

Date: _____

This questionnaire was administered and completed by:

Name: David W. Copp, REA

Signature: 

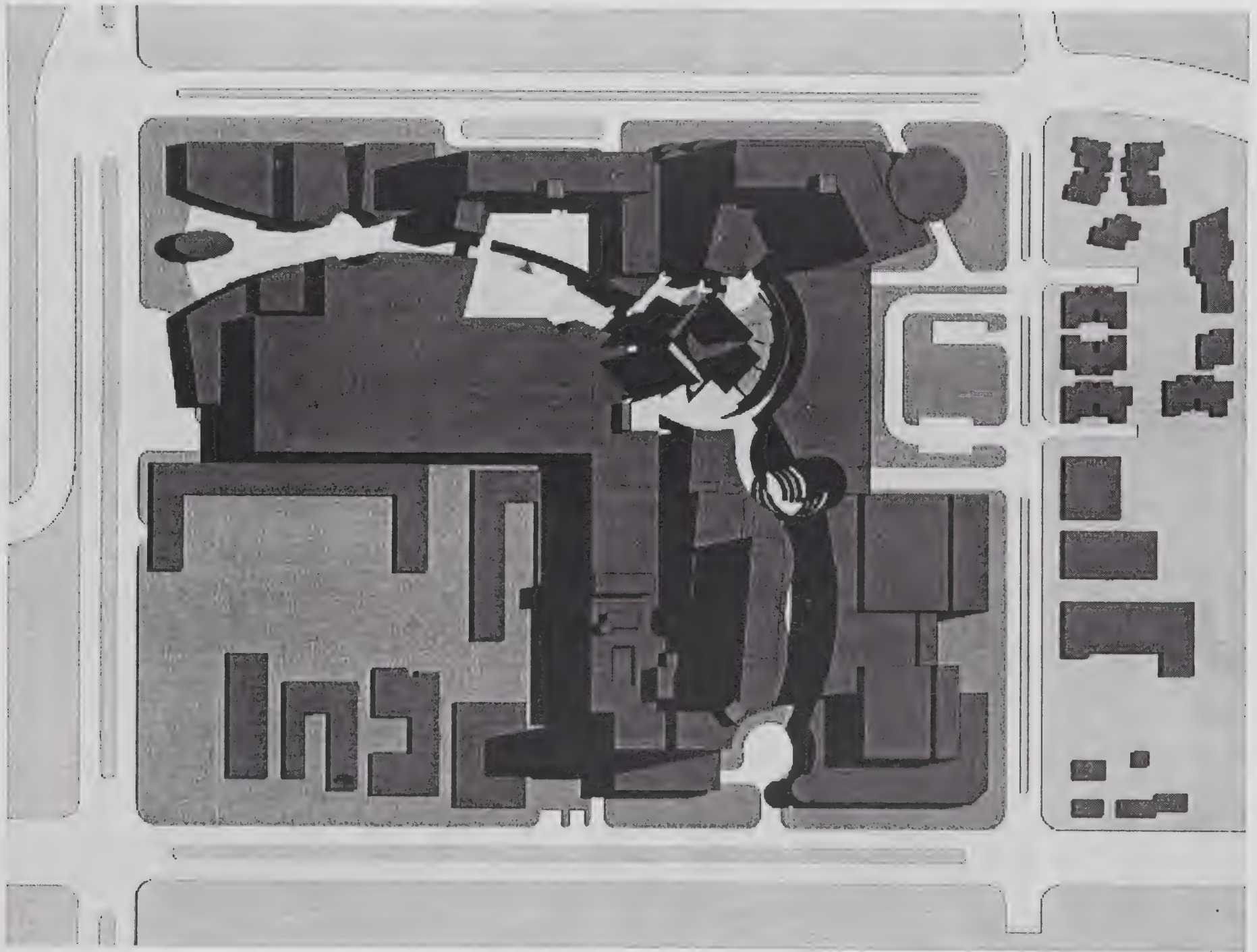
Title: Registered Environmental Assessor

Date: 4/3/98

Note: This Field Transaction Screen Questionnaire is based upon the American Society of Testing and Materials Transaction Screen E50.02.1 and the State of Illinois Environmental Disclosure Document for Transfer of Real Property.

APPENDIX I

SHADE AND SHADOW EXHIBITS



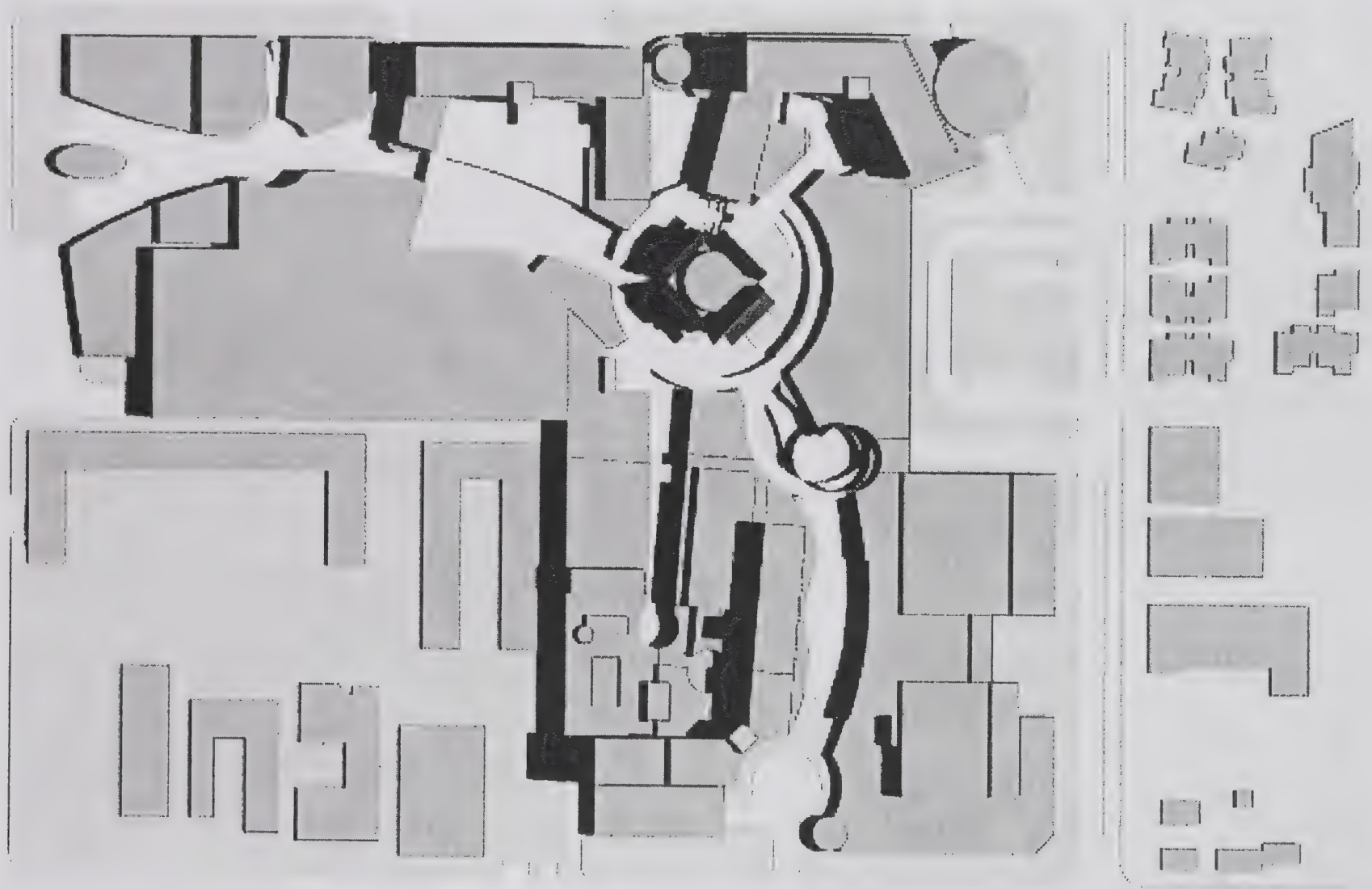
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 08:00 A.M.

the JERDE
PARTNERSHIP
INTERNATIONAL, Inc.



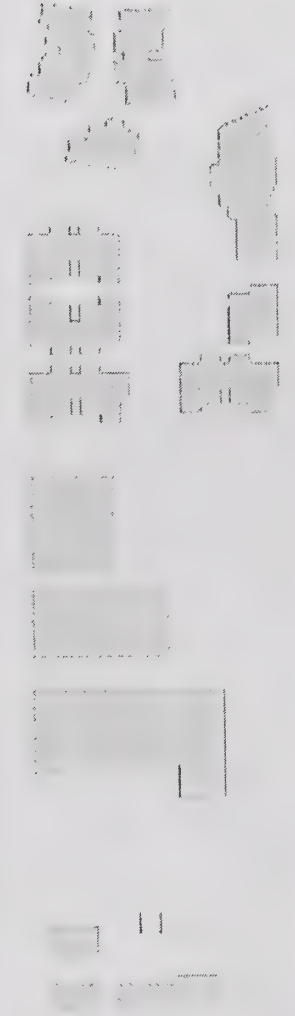
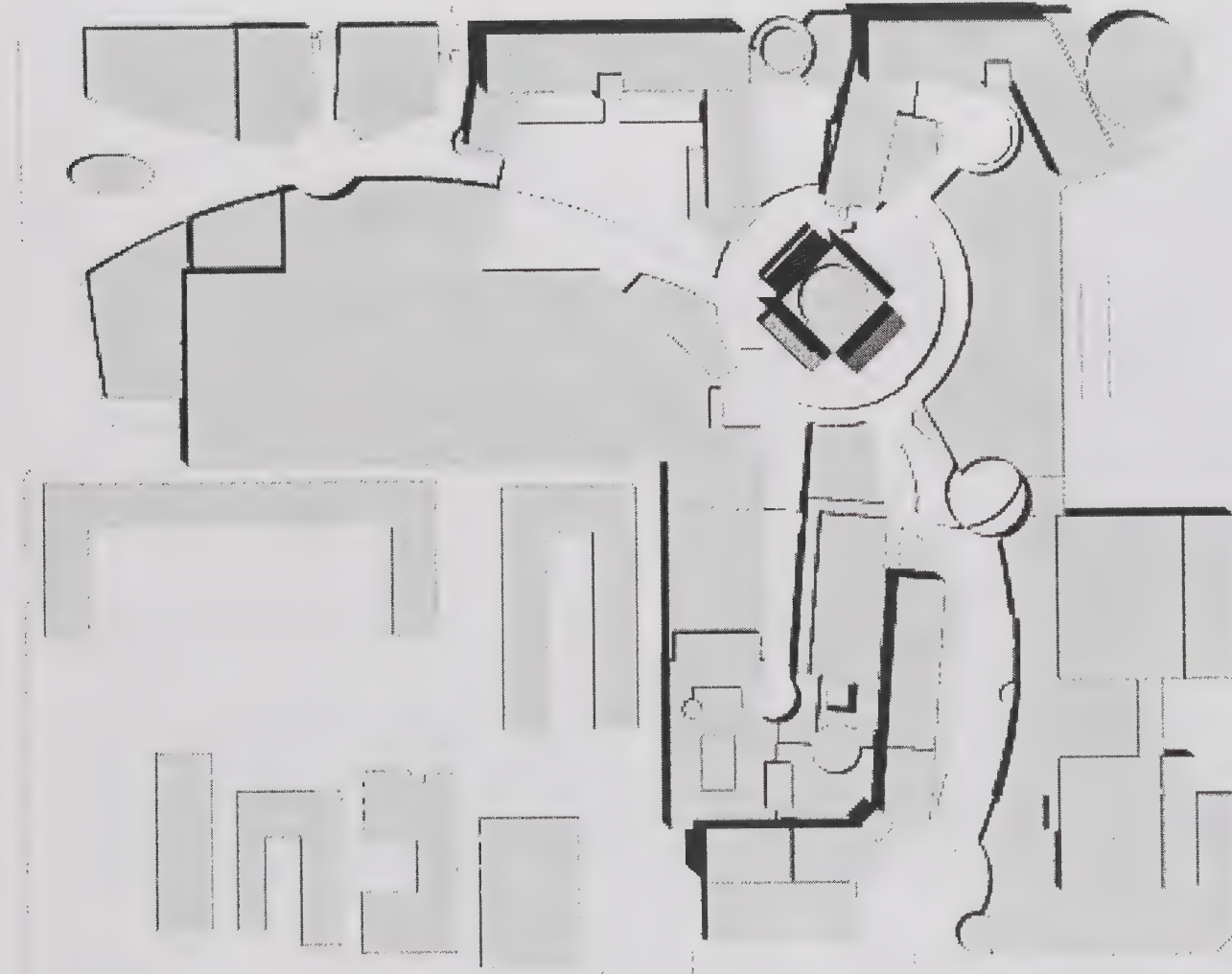
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 10:00 A.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



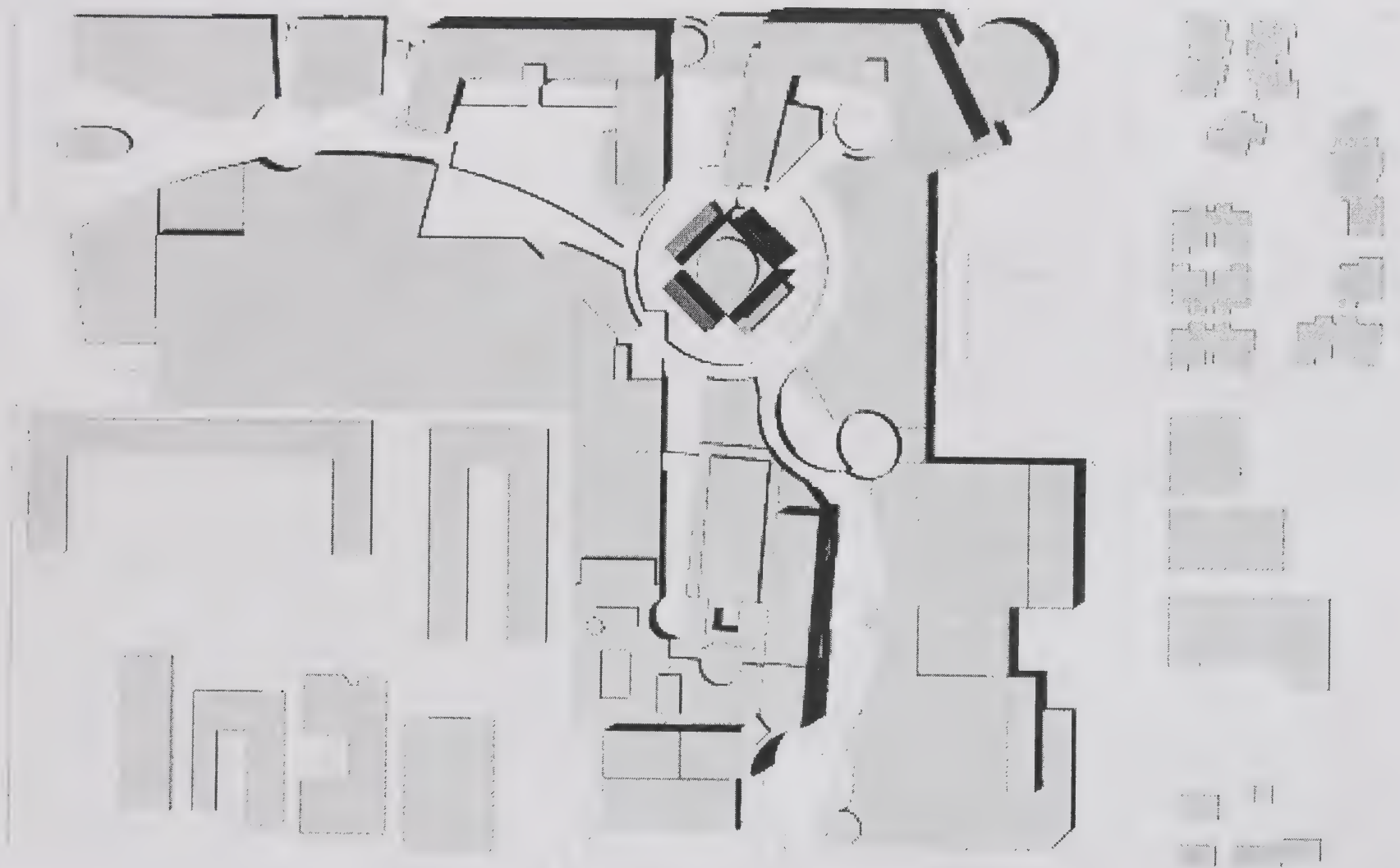
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 12:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



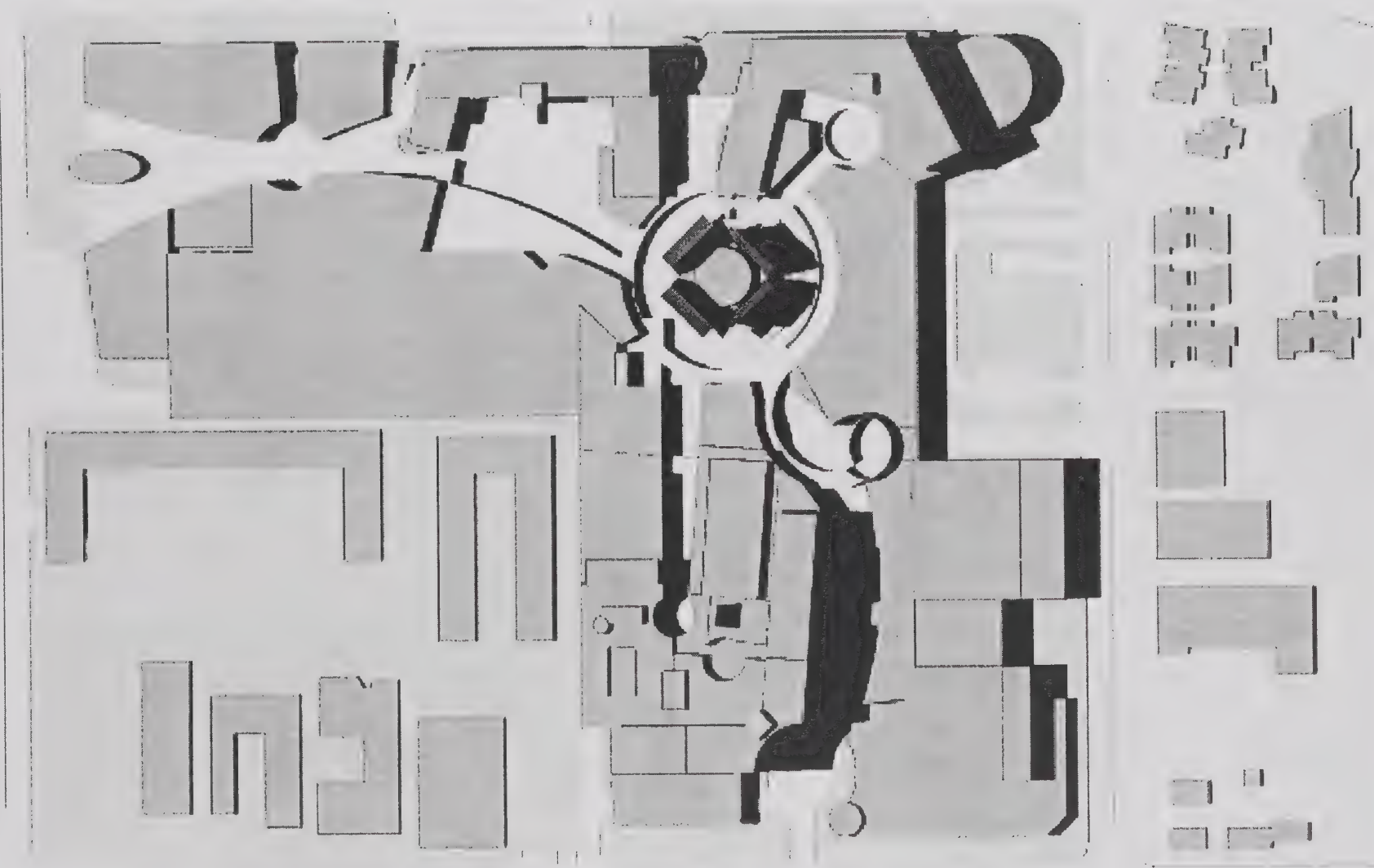
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 02:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



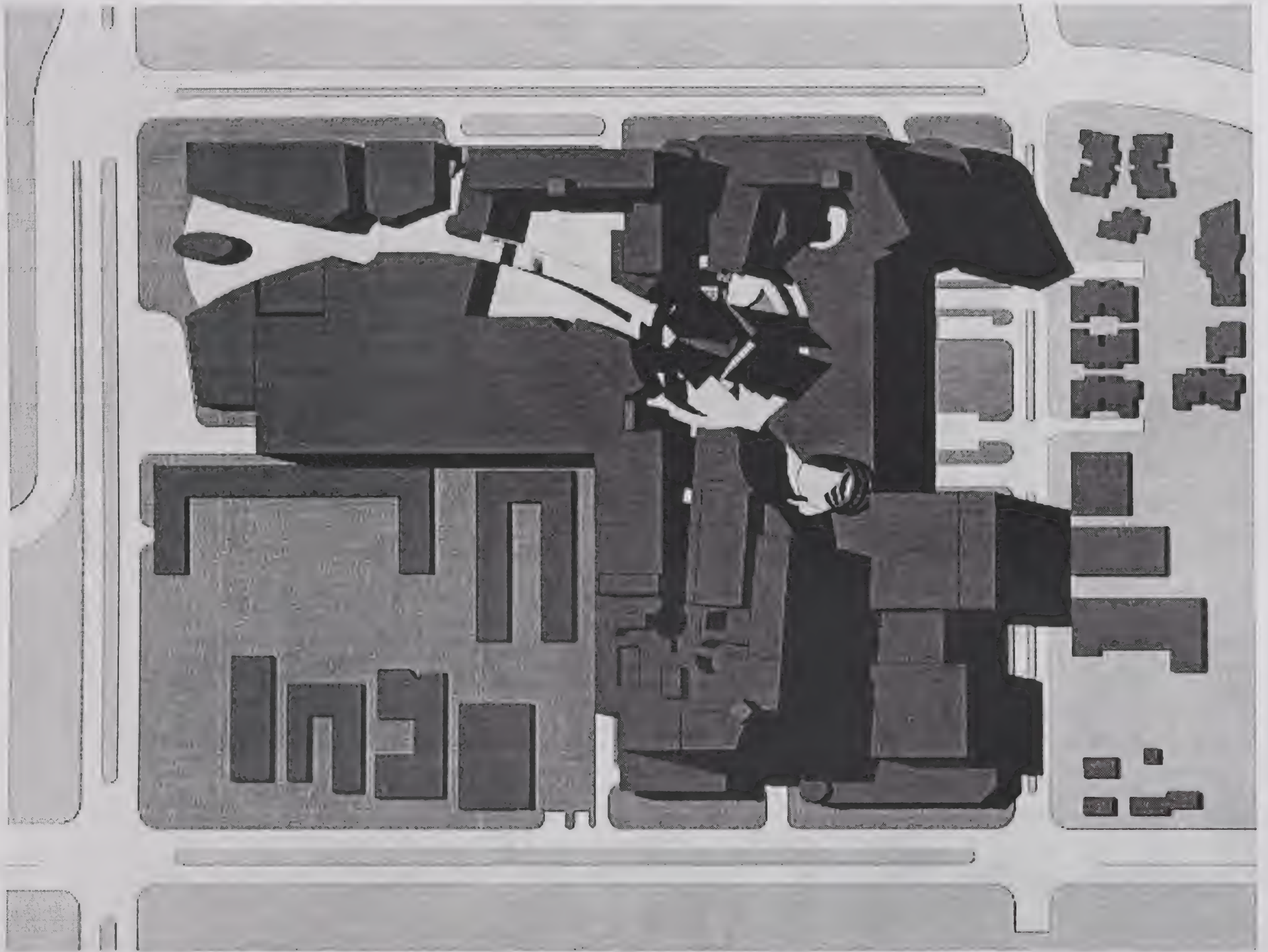
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 04:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



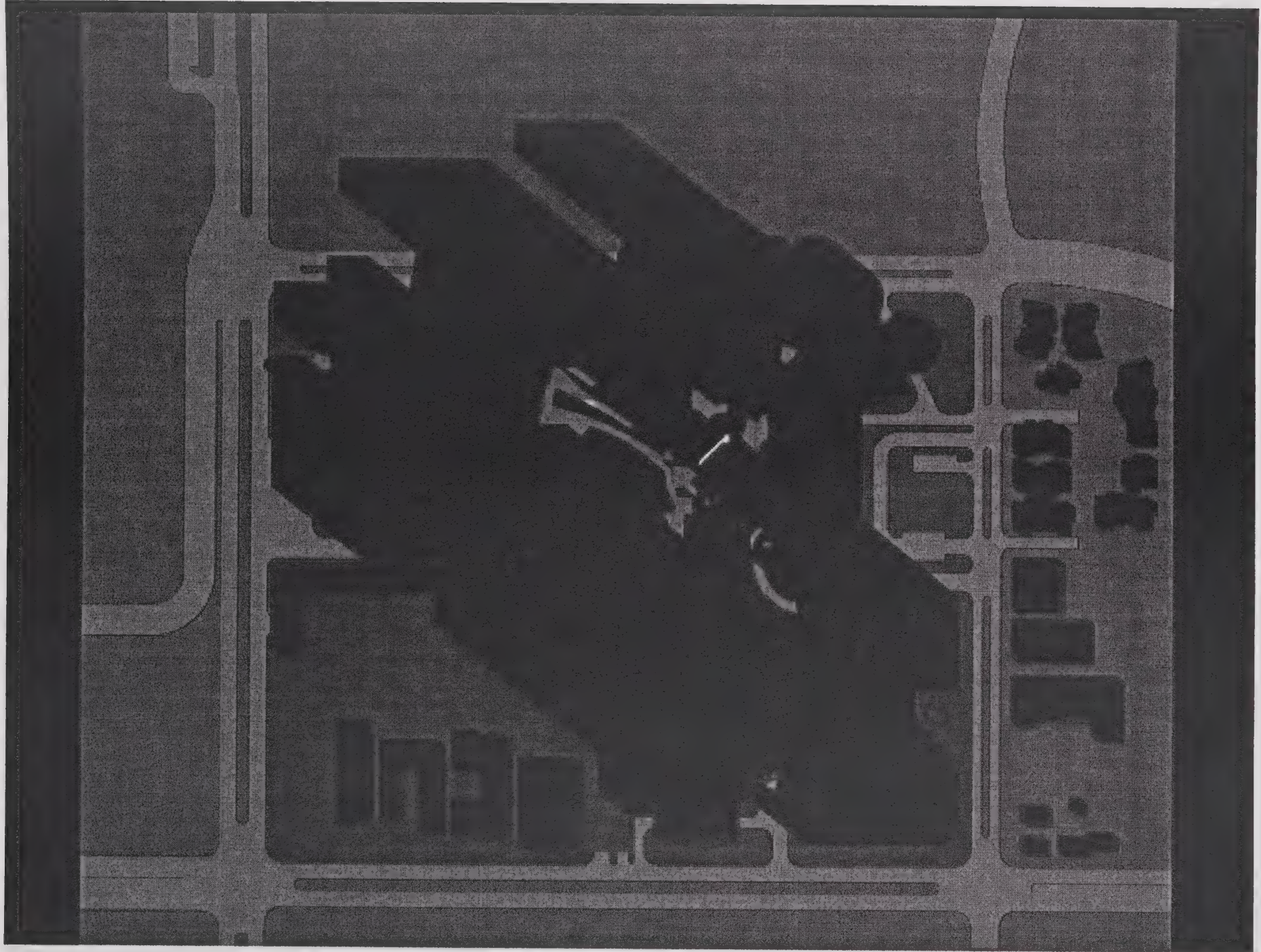
POINTE ANAHEIM

AUGUST 27, 1998

SHADE AND SHADOW STUDY

JUNE 22 06:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



POINTE ANAHEIM
SEPTEMBER 02, 1998

SHADE AND SHADOW STUDY
DECEMBER 21 09:00 A.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



POINTE ANAHEIM
SEPTEMBER 02, 1998

SHADE AND SHADOW STUDY
DECEMBER 21 10:00 A.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



POINTE ANAHEIM
SEPTEMBER 02, 1998

SHADE AND SHADOW STUDY
DECEMBER 21 12:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



POINTE ANAHEIM
SEPTEMBER 02, 1998

SHADE AND SHADOW STUDY
DECEMBER 02:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.



POINTE ANAHEIM
SEPTEMBER 02, 1998

SHADE AND SHADOW STUDY
DECEMBER 04:00 P.M.

the JERDE
PARTNERSHIP
INTERNATIONAL Inc.

APPENDIX J

**The Disneyland Resort Specific Plan EIR
Modified Mitigation Monitoring Program No. 0067**

**MITIGATION MONITORING PROGRAM NO. 0067 AS MODIFIED ON OCTOBER 8, 1996
(INCLUDING PROJECT DESIGN FEATURES) FOR
THE DISNEYLAND RESORT SPECIFIC PLAN**

CEQA Action	Environmental Impact Report No. 311 (Resolution No. 93R-107); EIR Addendum (Resolution No. 96R-176)
Project Description	General Plan Amendment No. 331 and Specific Plan No. 92-1 (including Zoning and Development Standards, Design Guidelines, and a Public Facilities Plan).
Applicant	The Walt Disney Company, 500 South Buena Vista Street, Burbank, California 91521. Contact: Douglas M. Moreland, Walt Disney Imagineering.
Project Location	The project site is located along the westerly side of Interstate 5 (I-5). Ball Road on the north and Katella Avenue on the south are the major east-west thoroughfares crossing the Specific Plan area. Harbor Boulevard is the main north-south thoroughfare running through the Specific Plan area. I-5 abuts the northeastern edge of the project site.

Terms and Definitions

- Applicant** - The Walt Disney Company, its successors and assigns.
- Property Owner/Developer** - Any owner or developer of real property within The Disneyland Resort Specific Plan area, including the C-R Overlay Area and District A.
- Disneyland Resort** - The Disneyland Resort, including a second gated theme park, modifications to the Disneyland Hotel, a new Disneyland Administration Building, new hotels, entertainment areas, internal transportation systems, public parking facilities in the Parking, Theme Park and Hotel Districts, and the South Parking Area in the Future Expansion District. None of the mitigation measures or project design features contained herein shall be required to be implemented prior to issuance of any permits for or construction of new structures, improvements, or other modifications within the existing Disneyland theme park.
- Second Theme Park** - A gated theme park planned south of the existing Disneyland theme park.
- Future Expansion District** - The Future Expansion District is a 24.7-acre area south of Katella Avenue which is proposed primarily for development as the South Parking Area (the Future Expansion District includes a one-acre parcel which is governed by the C-R Overlay).
- Project Design Features (PDFs)** - Measures incorporated into The Disneyland Resort project by the applicant with the intent of minimizing potential environmental impacts. The project design features included in this Mitigation Monitoring Program will be implemented as mitigation measures.
- Environmental Equivalent/Timing** - Any Project Design Feature or Mitigation Measure and timing thereof, subject to the approval of the City, which will have the same or superior result and will have the same or superior effect on the environment. The Planning Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent/timing" and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of environmental equivalency/timing shall be borne by the applicant.
- Responsibility for Monitoring** - Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all departments listed for each mitigation measure.
- Ongoing Mitigation Measures** - The mitigation measures that are designated to occur on an ongoing basis as part of this mitigation monitoring program will be monitored in the form of an annual letter from the property owner/developer and/or applicant in January of each year stating how compliance with the subject measure(s) has been achieved. Mitigation Measures are referenced in parentheses by their section number as identified in the Draft EIR. Mitigation Measures and/or Project Design Features designated to occur on an ongoing basis are noted with an asterisk.(*) When compliance with a mitigation measure/project design feature has been demonstrated for a period of one year, monitoring of the mitigation measure/project design feature will be deemed to be satisfied and no further monitoring will occur. For mitigation measures/project design features that are to be monitored "Ongoing During Construction", the annual letter will review those mitigation measures/project design features only while construction is occurring; monitoring will be discontinued after construction is complete. A final annual letter will be provided at the close of construction.

10. The City recognizes that the certain infrastructure improvements and improvements to service capabilities, as identified in this Mitigation Monitoring Program, will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts and/or the use of similar public financing districts and/or mechanisms; and (4) creation of such other mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements and equipment and personnel among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served.
11. To the extent that this Mitigation Monitoring Program requires the applicant to submit plans for several phases simultaneously, it is understood that such later phase plans may be considered preliminary and may be subject to change. Such preliminary plans for the later phase will not be required to provide the level of detail required for the initial phase plans provided that more detailed plans will be submitted separately at a later time. Nevertheless, such preliminary plans for the later phase shall provide sufficient schematic or descriptive detail to ensure that plans submitted for said later phase shall comply with the provisions of this Mitigation Monitoring Program and shall be consistent with the provisions of the initial phase plans.
12. **Timing** - This is the point where a mitigation measure/project design feature must be monitored for compliance. In the case where multiple action items are indicated, it is the first point where compliance associated with the mitigation measure/project design feature must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Program will occur, as routine City practices and procedures will ensure that the intent of the measure/design feature has been complied with. For example, if the timing is "to be shown on approved building plans" subsequent to issuance of the building permit consistent with the approved plans will be final building and zoning inspections pursuant to the building permit to ensure compliance.
13. **Building Permit** - For purposes of this Mitigation Monitoring Program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion/modification of any existing building, but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.
14. **Note:** Mitigation Measure No. 3.3-7 and Project Design Feature 3.3-16 (which were initially included in this Mitigation Monitoring Program) have been intentionally deleted and are no longer applicable.

Timing	Measure	Responsible for Monitoring	Completion
	LAND USE-RELATED PLANS AND POLICIES		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.1-1)	The Planning Department, in conjunction with any appropriate agencies or City Departments, shall determine the adequacy of any proposed environmental equivalent.	
Prior to Issuance of Each Building Permit	Building plans shall be submitted by the property owner/developer and will be reviewed for consistency with the Specific Plan. (3.1-2)	Planning Department, Planning and Building Divisions	
Prior to Approval of Each Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	The proposed project shall be implemented based on the guidelines and standards in The Disneyland Resort Specific Plan, which includes zoning and development standards, design guidelines, and a Public Facilities Plan. All development proposals within The Disneyland Resort Specific Plan area must be consistent with The Disneyland Resort Specific Plan and the City of Anaheim General Plan. (PDF 3.1-1)	Planning Department, Planning Division	
	LAND USE COMPATIBILITY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.2-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	For parking facilities associated with the Hotel and Parking Districts, the property owner/developer shall submit plans detailing the setbacks for the parking structures and landscaping plans which minimize compatibility impacts of the parking facilities on surrounding areas, consistent with Section 5.8 of the Specific Plan. (3.2-2)	Planning Department, Planning Division	
Prior to Approval of Each Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	Applicant shall submit documentation that project design features are in compliance with all building setbacks, height standards, landscaping requirements, and design guidelines as specified in Section 7.0 of Appendix B, The Disneyland Resort Specific Plan. (PDF 3.2-1)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
	TRANSPORTATION AND CIRCULATION		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.3-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	Appropriate traffic signal assessment fees shall be paid by the property owner/developer to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit or credit given for City-authorized improvements. (3.3-2)	Planning Department, Building Division, Public Works Department, Traffic and Transportation Division	
Prior to Approval of the First Final Subdivision Map or Issuance of the First Building Permit (Other Than for Phase I), Whichever Occurs First; Or Pursuant to a Mutually Agreed-Upon Schedule for Dedication and Public Improvements	The property owner/developer shall irrevocably offer for dedication (with subordination of easements), including necessary construction easements, the ultimate rights-of-way (as indicated in the General Plan Circulation Element, as amended per GPA No. 331) for the following arterial highway/street half-sections (where the property owner/developer owns only one side of the ultimate right-of way) or full-sections (where the property owner/developer owns both sides of the ultimate right-of-way) on or adjacent to parcels under its ownership to the City of Anaheim: a. Katella Avenue (to ultimate 8-lane facility) b. Walnut Street c. West Street/Disneyland Drive d. Ball Road e. Harbor Boulevard f. Freedman Way g. Clementine Street h. Manchester Avenue i. Cerritos Avenue j. Haster Street (3.3-3A)	Planning Department, Planning Division; Public Works Department, Development Services Division; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Within 120 Days of Acquiring Properties Adjacent to Arterial Highways/Street Intersection Half Sections included in (3.3-3A)	If, after the initial dedications, any additional parcels are acquired by the applicant adjacent to the arterial highway/street intersection half-sections included in (3.3-3A), the applicant shall notify the City in writing of said acquisition and the ultimate rights-of-way for said properties shall be irrevocably offered for dedication to the City of Anaheim. (3.3-3B)	Planning Department, Planning Division; Public Works Department, Development Services Division; City Attorney's Office	
Prior to Issuance of Building Permit for the Disneyland Administration Building; to be implemented prior to final building and zoning inspections for the Disneyland Administration Building	The applicant shall provide a cast guard entrance 150' south of Ball Road at the entrance to the Disneyland Administration Building with three inbound and a minimum of two outbound lanes to minimize queuing onto Ball Road (3.3-4) (Note: Environmental Equivalent measure approved which included the provision of a gate guard entrance located 400' south of the intersection of Ball Road/Disneyland Administration Building driveway.)	Public Works Department, Traffic and Transportation Division	Completed
Prior to approval of the First Grading Plan for each phase of The Disneyland Resort	A phasing plan shall be submitted for review and approval to the appropriate City Engineer in Anaheim and/or Garden Grove (for improvements within Garden Grove) demonstrating how the improvements shown in Table 3.3-16, as approved by the City Engineer, will be constructed. (3.3-5)	Public Works Department, Traffic and Transportation Division	

TABLE 3.3-16
SECOND THEME PARK MITIGATION PLAN

Location		Description of Improvement ^d
I. <u>Project Design Features</u>^a		
A. Streets		
West Street		Ball Road Overcrossing
West Street (Katella Avenue to Ball Road)		Realignment and reconstruction
Freedman Way (Harbor Boulevard to Clementine Street: Clementine Street to I-5)		Widening
Clementine Street (Freedman Way to Katella Avenue)		Widening
Walnut Street (Adjacent to strawberry field and median from Katella Avenue to Ball Road)		Widening
Cerritos Avenue (Walnut to West)		Realignment and reconstruction
B. Intersections		
Ball Road/West Street/Disneyland Drive		Complete redesign
Harbor Boulevard/Freedman Way		Complete redesign
Anaheim Boulevard/Freedman Way		Add 3rd through eastbound and westbound, 2nd left-turn eastbound
Clementine Street/Freedman Way		3rd through eastbound and westbound, left-turn eastbound and westbound, remove right-turn northbound, and left-turn southbound, 2nd through northbound and southbound
Walnut Street/Cerritos Avenue (N)		Realign
Walnut Street/Cerritos Avenue (S)		Reconfigure
II. <u>Mitigation Measures</u>		
	Baseline	Project
Anaheim Boulevard/Ball Road	Add 2nd left-turn northbound, southbound	Add right-turn westbound
Euclid Street/Ball Road	Add 2nd left-turn northbound, southbound	Add 2nd left-turn eastbound, and westbound, remove right-turn eastbound
Harbor Boulevard/Chapman Avenue	Add 2nd left-turn eastbound and westbound, remove right-turn eastbound and westbound	Add 2nd left-turn northbound and southbound, remove right-turn southbound
Walnut Street/Ball Road	Add eastbound through	

TABLE 3.3-16 (continued)

Location	Description of Improvement ^d
III. <u>Katella Avenue Smart Street^b</u>	
Katella Avenue/West Street/Disneyland Drive	Add right-turn westbound
Euclid Street/Katella Avenue	Add 2nd left-turn eastbound, westbound
Harbor Boulevard/Katella Avenue	Add right-turn southbound
Anaheim Blvd./Haster Street/Katella Avenue	Add right-turn eastbound and westbound
IV. <u>I-5 Improvements^c</u>	
I-5 Southbound at West Street	Mixed-flow off-ramp
V. <u>The Disneyland Administration Building Mitigation Plan^a</u>	
Anaheim Boulevard/Ball Road	Add a westbound right-turn lane
West Street (N)/Ball Road	Restripe/redesign the existing westbound right-turn lane to a shared right-through lane
Ball Road/DLAB Driveway	Redesign the westbound left-turn lane to provide 150 feet of dual lane storage or 250 feet of single lane storage and the eastbound right-turn lane to provide 250 feet of storage
	Redesign the DLAB entrance driveway to provide three inbound lanes and a minimum of two outbound lanes, with its own parking entrance gate at approximately 150 feet south of the intersection
VI. <u>South Parking Area^a</u>	
Clementine Street/Katella Avenue	South half-width of six lane arterial adjacent to applicant-owned property plus eastbound right-turn only; dual left-turn lanes eastbound and westbound
Haster Street, south of Katella Avenue	West half-width of ultimate six lane arterial south of Katella Avenue to the southern property line of the South Parking Area, plus 150 foot right-turn only lane to right-in only driveway at South Parking Area access
	Further improvements, if necessary, to maintain Clementine Street/Katella Avenue intersection at not worse than LOS D shall be constructed to the satisfaction of the City Engineer

- Refer to Section 3.3.3, Project Design Features, for a more detailed description.
- Eligible Katella Smart Street improvements are scheduled to be funded from Measure M.
- Currently proposed as part of I-5 widening project.
- Ultimate right-of-way and improvements details will be coordinated with the applicant and will be set forth in the final improvement plans to the satisfaction of the City Engineer.

Timing	Measure	Responsible for Monitoring	Completion
In accordance with the timing set forth in the phasing plan	Excluding the Disney Administration Building, relocation of the SCE transmission lines and demolition, but including the South Parking Area, the applicant shall mitigate (through constructing or paying the actual total costs for consultant/contractor services for preliminary and final engineering, soils analysis, right-of-way acquisition, demolition, relocation, construction and inspection, and other related expenses) the traffic impacts of The Disneyland Resort by implementing the improvements identified in Table 3.3-16, as approved by the City Engineer, in accordance with the phasing plan approved by the City Engineer. If the City of Anaheim adopts a traffic impact fee, as discussed in Section 3.3.1.3 of the EIR, funds collected under this program with nexus to these improvements may be used to reimburse the applicant for the portion of the baseline improvements (as identified in Table 3.3-16) which exceed the project share of the improvements. Improvements otherwise funded by public sources prior to approval of the Final Site Plan for each phase will be deleted from project participation. (3.3-6)	Public Works Department, Traffic and Transportation Division	
In accordance with the Approved Phasing Plan	The following improvements are required: • Add eastbound and westbound dual left-turn lanes and an eastbound right-turn lane to the Clementine Street/Katella Avenue intersection, with a storage length of 200 feet accommodating six lanes on Katella Avenue with a 24-foot wide median tapering to 4 feet median nose through the left turn pockets. • Add a southbound right-turn pocket to the right-turn-in-only entrance to the South Parking Area on Haster Street, with a storage length of 150 feet; and, provide west half-width of ultimate six lane arterial south of Katella Avenue to the southern property line of the South Parking Area. (3.3-8)	Public Works Department, Traffic and Transportation Division	

Timing	Measure	Responsible for Monitoring	Completion
In accordance with the Approved Phasing Plan for the Disneyland Administration Building	The following improvements shall be required: • Add a westbound right-turn lane at Anaheim Boulevard/Ball Road. • Restripe existing left-turn lane westbound to provide a minimum of 150 feet of dual lane storage or a minimum of 250 feet of single-lane storage at Ball Road/Disneyland Administration Building driveway. • Provide an eastbound right-turn pocket with 250 feet of storage at Ball Road/Disneyland Administration Building driveway. (Note: Environmental equivalent measure approved which required that the eastbound right-turn pocket at Ball Road/Disneyland Administration Building driveway shall maintain existing storage and be designed as a free right-turn. Applicant to irrevocable offer for dedication the right-of-way adjacent to right-turn pocket for full buildout of Ball Road.) • Redesign the Disneyland Administration Building entrance driveway to provide three inbound and a minimum of two outbound lanes, with its own entrance gate located a minimum of 150 feet south of the intersection at Ball Road/Disneyland Administration Building driveway. (3.3-9) (Note: Environmental equivalent measure approved for this item which required the provision of the gate guard entrance to be located 400 feet south of the intersection of Ball Road/Disneyland Administration Building driveway.)	Public Works Department, Traffic and Transportation Division	Completed

Timing	Measure	Responsible for Monitoring	Completion
Prior to demolition of the existing Disneyland parking lot, replacement parking for the existing Disneyland Theme Park parking spaces removed will be constructed; Prior to Final Building and Zoning Inspections for the Second Theme Park, the West Parking Area will be Constructed	Access Improvements and Public Parking Facilities Included in Project Design (Exhibits 3.2-2 and 3.2-3) <u>Public Parking Facilities.</u> New public parking facilities will be constructed at opposite sides of The Disneyland Resort Specific Plan area to receive traffic from the I-5. At Phase II, Code required parking will be provided. At buildout of Phase III, a minimum of 24,500 guest and cast parking spaces will be provided. The West Parking Area will be oriented to receive southbound I-5 traffic, and the parking facilities in the southern areas of the Theme Park and Hotel Districts and/or East Parking Area will be oriented to receive northbound I-5 traffic. (PDF 3.3-1)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for each the East and West Parking Structures/Facilities	<u>Improved Access.</u> Access roads leading up to the parking facilities shall be sized to accommodate traffic at peak hours, thereby substantially reducing the likelihood of backups onto City streets and freeway ramps. Guest vehicles will enter and exit the West Parking Area via the proposed extension of West Street/Disneyland Drive. Cast access will enter and exit either at West Street/Disneyland Drive or via a single access on Cerritos Avenue with right-turn in and left-turn out only. No cast or guest access or egress will occur from Walnut Street. (PDF 3.3-2)	Public Works Department, Design Division	
Prior to Issuance of each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections for both the East and West Parking Structures	<u>Speed Parking.</u> Building plans shall show direct ramps to each level of the East and West Parking Area facilities to minimize internal circulation within the garages and accommodate the project's "speed parking" operation. (PDF 3.3-3)	Planning Department, Building Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for Each Parking Structure and/or Facility	<u>Conveyance Systems.</u> In addition to an extensive network of landscaped pedestrian thoroughfares, conveyance systems will transport Disneyland Resort guests around the project. Guest transportation systems will move guests from the parking facilities to the Theme Park District. The monorail/guest transportation systems shall move guests from the Hotel District to the Theme Park District. Future connections may also be provided to the Future Expansion District. (PDF 3.3-4)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park for Phase II; and if pursued, to be Implemented Prior to Final Building and Zoning Inspections for the East Public Parking Structure or Other Accessible Location in Phase III.	<u>Theme Park Drop-Off Area.</u> To provide access to the attractions in the Specific Plan area to people staying outside of The Disneyland Resort area, a bus and shuttle drop-off area will be located adjacent to Harbor Boulevard north of Freedman Way in Phase II as shown on Exhibit 4.4.2a of the Specific Plan; or, in Phase III, the facility may be located adjacent or internal to the East Public Parking Structure, or other accessible location in the Theme Park or Hotel Districts. The types of vehicles served at this facility may include public and private passenger shuttles and buses. (PDF 3.3-5)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to the First Final Building and Zoning Inspections for the Second Theme Park	Roadway Improvements Included in Project Design <u>I-5 - West Street/Disneyland Drive Southbound Mixed Flow Offramp</u> A mixed-flow offramp currently proposed as part of the I-5 widening project is planned from southbound I-5 to West Street/Disneyland Drive to replace the existing Ball Road offramp. (PDF 3.3-6)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	<u>West Street/Disneyland Drive/Ball Road Overcrossing (Exhibits 3.2-3 and 3.2-4)</u> To reduce congestion for vehicles entering the West Parking Area from I-5, an overcrossing is planned at West Street/Disneyland Drive and Ball Road. The intersection of West Street and Ball Road shall be constructed with a two-lane flyover over Ball Road as a project design feature. The overcrossing would take southbound I-5 traffic exiting at West Street/Disneyland Drive over Ball Road, and then allow convenient access to the entrance of the parking facility. The design of the Ball Road and West Street/Disneyland Drive intersection, shall provide a north leg of three through lanes and two left turn lanes; a south leg of one right turn lane, two through lanes and one left turn lane; an east leg of three through lanes and two left turn lanes; and, a west leg of one right turn lane, three through lanes and two left turn lanes. This overcrossing may be one-way inbound in the morning, two-way during the afternoon, then one-way outbound during the outbound peak. Access and egress points will be provided both north and south of Ball Road. Both the HOV ramp and the mixed-use off ramp at I-5 and West Street/Disneyland Drive would have access to the overcrossing. A full intersection at West Street/Disneyland Drive will still be provided at grade. When the overcrossing is one-way, counter-flow movements can be made along West Street/Disneyland Drive. (PDF 3.3-7)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<u>West Street/Disneyland Drive Intersections and Turn Pockets</u> To facilitate traffic flow along West Street/Disneyland Drive between Katella Avenue and Ball Road, signalized intersections will be provided at major hotel entrances. Appropriate turn pockets including double left-turn lanes and right-turn only lanes will also be provided as needed to maintain acceptable service levels. West Street/Disneyland Drive itself will have two travel lanes in each direction. (PDF 3.3-8)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented in accordance with the approved Phasing Plan	<u>Freedman Way Widening</u> The addition of the northbound HOV offramp at Freedman Way and the realignment of the southbound onramp will require the widening of Freedman Way between Harbor Boulevard and Clementine Street; Clementine Street to I-5. Three through lanes, where possible, and necessary turn lanes in each direction will be provided. (PDF 3.3-9)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<u>Speed/Capacity Restrictions on Walnut Street</u> Between Cerritos Avenue and Ball Road, Walnut Street will be improved adjacent to the strawberry field in accordance with the City of Anaheim General Plan Circulation Element. To discourage any increase in traffic on Walnut Street, the capacity of the road will be restrained, from Katella Avenue to Ball Road. Possible methods include narrowing the street entrances at Katella Avenue and Ball Road and replacing the existing signal with a stop sign at the existing intersection of Walnut Street and Cerritos Avenue. This and other options will be evaluated, and a plan to maintain the current character of Walnut Street will be developed. (PDF 3.3-10)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	<u>Cerritos Avenue Realignment</u> With the development of the Hotel District, Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be moved up to approximately 1,100 feet to the north and will be renamed. The new roadway will be two lanes wide and will be designed to discourage access from or onto Walnut Street. Southbound left turns will not be allowed at the Walnut Street/Cerritos Avenue intersection. Westbound Cerritos Avenue left turns at Walnut Street will not be allowed. (PDF 3.3-11)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented by Caltrans in conjunction with the I-5 Widening Project. (The I-5 High Occupancy Vehicle (HOV) Offramps are part of Caltrans' I-5 Widening Project and will be completed independent of The Disneyland Resort Project. The HOV ramps were not assumed in the analysis of traffic impacts of The Disneyland Resort and are not required as a condition of the opening or operation of The Disneyland Resort.)	<u>I-5-West Street/Disneyland Drive Southbound HOV Offramp</u> Caltrans' I-5 Widening Project includes a new HOV offramp from southbound I-5 to West Street/Disneyland Drive. This ramp would be built at the same time as the I-5 Widening Project. The ramp will bring high occupancy vehicles (HOVs) conveniently from the HOV lane in the median of I-5 to the West Parking Area. (PDF 3.3-12)	Caltrans; Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented by Caltrans in conjunction with the I-5 Widening Project. (The I-5 High Occupancy Vehicle (HOV) Offramps are part of Caltrans' I-5 Widening Project and will be completed independent of The Disneyland Resort Project. The HOV ramps were not assumed in the analysis of traffic impacts of The Disneyland Resort and are not required as a condition of the opening or operation of The Disneyland Resort.)	<u>I-5/Freedman Way Northbound HOV Offramp</u> Caltrans' I-5 Widening Project includes a proposed HOV offramp connecting the northbound HOV lanes on I-5 to Freedman Way and an undercrossing of Anaheim Boulevard to Freedman Way. This ramp will carry a substantial number of vehicles to the East Parking Area and remove them from Harbor Boulevard and Katella Avenue. This ramp (shown in Exhibit 3.2-2 of Volume I of the EIR) will allow northbound I-5 traffic to access the parking facility conveniently from the freeway and also provide access for other vehicles to Harbor Boulevard. It will improve the level of service of the section of Katella Avenue crossing I-5, as well as the intersections of Katella Avenue with Anaheim Boulevard, Haster Street, Clementine Street, and Harbor Boulevard. The ramp is discussed in detail in Appendix C-1, Volume III. (PDF 3.3-13)	Caltrans; Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Intersection Improvements Included in Project Design The following intersection improvements, which are assumed in the analysis of project traffic, will be implemented unless otherwise indicated by the year 2001(Opening of Second Theme Park) as part of the project design that will enhance the overall performance of the surrounding circulation system: • Redesign and reconstruct the intersection of Ball Road/West Street/Disneyland Drive to include an overcrossing. • Redesign the Harbor Boulevard/Freedman Way intersection by accommodating three lanes eastbound and three lanes westbound through the intersection and adding double left turn lane southbound. In Phase III, the entrance to the surface parking lot may be removed. • At the intersection of Anaheim Boulevard and Freedman Way, add a third through lane eastbound and westbound and a second left-turn lane eastbound, or equivalent improvements as defined by Caltrans during the final geometric design of the I-5 interchange. • At the intersection of Clementine Street and Freedman Way, add the following improvements or equivalent improvements as defined by Caltrans during the final geometric design of the I-5 interchange: - third through lanes eastbound and westbound - left-turn lanes eastbound and westbound - second through lanes northbound and southbound - left-turn lane southbound - remove right-turn lane northbound • Reconfigure the Walnut Street/Cerritos Avenue intersection. • Reconfigure the West Street/Disneyland Drive/Cerritos Avenue intersection to satisfaction of the City Engineer. (PDF 3.3-14)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspection for the Second Theme Park; and, on-going during project operation	Transportation Demand Management Program The need to minimize cast vehicle trips to reduce congestion and improve air quality, consistent with the goals of both the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) and with the Regional Mobility Plan of the Southern California Association of Governments (SCAG), is recognized. The Disneyland Resort will implement and administer a comprehensive Transportation Demand Management (TDM) program for all cast, which will strive to achieve an average vehicle ridership (AVR) goal of 1.5 persons per vehicle and, an average length of out-of-area guest stay of 1.72 days, by 2001. At this point in project development, it is not possible to predict precisely which programs and activities would be most successful for The Disneyland Resort in meeting these goals. In addition, applicant will review annually with the City any changes to the TDM Program and the Program's effectiveness toward achieving a 1.5 AVR. In consultation with the SCAQMD, the City of Anaheim and other agencies, and after analyzing the effectiveness of these items, The Walt Disney Company will select specific programs for implementation. Objectives of the TDM program are: • Increase ridesharing and use of alternative transportation modes by guests. • Meet the cast 1.5 AVR target. • Provide a menu of commute alternatives for The Disneyland Resort cast, to reduce project-generated trips. • Provide transportation "linkages" to existing and future transportation modes (other than single-occupant vehicle travel) for both The Disneyland Resort cast and guests. Implementation strategies and elements of the TDM program for cast and guest trips are described below.	Southern California Association of Governments; South Coast Air Quality Management District; Public Works Department, Traffic and Transportation Division	

Timing	Measure	Responsible for Monitoring	Completion
	Cast Making a commitment to commute management and trip reduction will become an integral part of the new-hire training. A menu of TDM program strategies and elements for both existing and future cast commute options would be examined, including, but not limited to, the following: • <u>Onsite Service</u>. Onsite services, such as the food, retail, and other services may be provided to the cast. • <u>Ridesharing</u>. A computer listing of all cast members may be developed for the purpose of providing a "matching" of members with other cast members who live in the same geographic areas and who could rideshare to The Disneyland Resort. • <u>Vanpooling</u>. A computer listing of all cast members may be developed for the purpose of matching numbers of cast who live in geographic proximity to one another and could comprise a vanpool to The Disneyland Resort. • <u>Transit Pass</u>. Southern California Rapid Transit District and Orange County Transportation Authority (including commuter rail) passes may be promoted through financial assistance and onsite sales to encourage cast to use the various transit and bus services to The Disneyland Resort from throughout the region. • <u>Commuter Bus</u>. As commuter "express" bus service expands throughout the region, passes for use on these lines may be provided for cast members who choose to use this service. Financial incentives will be provided. • <u>Shuttle Service</u>. A computer listing of all cast members living in proximity to The Disneyland Resort may be generated, and a local shuttle program will be offered to encourage cast members to travel to work by means other than the automobile. • <u>Bicycling</u>. A Disneyland Resort Bicycling Program may be developed to offer a bicycling alternative to cast members. Secure bicycle racks, lockers, and showers will be provided as part of this program. Maps of bicycle routes throughout the area would be provided to inform potential bicyclists of these options.		

Timing	Measure	Responsible for Monitoring	Completion
	• <u>Rental Car Fleet</u>. A "fleet vehicle" program may be developed to provide cast members who travel to work by means other than an automobile with access to automobiles in case of emergency, medical appointments, etc. This service would help cast members use alternative modes of transportation by ensuring that they would be able to have personal transportation in the event of special circumstances. • <u>Guaranteed Ride Home Program</u>. The program may provide cast members who rideshare, or use transit or other means of commuting to work, with a prearranged ride home in a taxi, rental car, shuttle, or other vehicle, in the event of emergencies during the work shift. In essence, this program addresses the concerns of the cast member who rideshares and might be stranded without a vehicle in the event of an emergency. • <u>Housing Coordinator and Referral Program and Local Hiring Efforts</u>. Continue to provide referral service to facilitate employees in finding housing and actively recruit prospective employees residing within 30-minute commute shed. • <u>Target Reduction of Longest Commute Trip</u>. Design an incentives program for ridesharing and other alternative transportation modes to put highest priority on reduction of longest employee commute trips. • <u>Work Schedule</u> - <u>Staggered Shifts</u>. The Disneyland Resort cast may work different hours throughout the daily hours of park operation. A thorough review of cast shifts would be undertaken to provide the potential for cast shifts during nonpeak travel times, thus lessening peak hour congestion. - <u>Compressed Work Week</u>. The Disneyland Resort may review the possibility of developing a "compressed work week" program, which provides for fewer work days but longer daily shifts, as an option for cast members. This program would help eliminate certain trips on certain days that would otherwise be generated daily by The Disneyland Resort Cast.		

Timing	Measure	Responsible for Monitoring	Completion
	- <u>Telecommuting</u>. The Disneyland Resort employs a variety of cast in different positions, cast members include clerical, office support, and administrative members. The Disneyland Resort may explore the possibility of a "telecommuting" program that would link some of these cast members to The Disneyland Resort via electronic means (e.g., computer with modem). This would help to eliminate certain trips that would otherwise be generated by a cast member who would otherwise physically need to be at The Disneyland Resort. • Work Environment/Facility Management - <u>Parking Management</u>. The Disneyland Resort may develop a parking management program that provides incentives to those who rideshare or use transit means other than single-occupant auto to travel to work. - <u>Management Staff</u>. The existing Disneyland theme park transportation management staff may be expanded onsite to accommodate new employees and to explore relationships with adjacent employers to determine whether joint efforts can lead to greater reductions in VMT by project employees. - <u>Amenities</u>. Transit systems, transit shelters, bicycle storage areas, and other amenities may be provided with efficient parking management for cast and guests. - <u>Access</u>. Preferential access to high occupancy vehicles and shuttles may be provided. - <u>Delivery Management</u>. Schedule deliveries in nonpeak traffic congestion hours to the extent reasonably practicable.		

Timing	Measure	Responsible for Monitoring	Completion
	- Financial Incentives In addition to the above items, certain financial incentives will be integrated into The Disneyland Resort TDM program, such as: <u>Financial Incentive for Ridesharing and/or Public Transit.</u> Currently, federal law provides tax-free status for up to \$60 per month per employee contributions to employees who vanpool or use public transit (including commuter rail and/or express bus pools). <u>Financial Incentive for Bicycling.</u> Cast members may be offered financial incentives for bicycling to work; they would be provided with secure bicycle racks, lockers, and showers. <u>Special "Premium" for the Participation and Promotion of Trip Reduction.</u> Tickets/passes to project theme parks and/or vacations could be offered to employees who recruit other cast members for vanpool, carpool, or other Disney trip reduction programs. <u>Delivery Management.</u> Schedule deliveries in non-peak traffic congestion hours to the extent reasonably practicable. - Guests Even though visitors are estimated to average nearly four persons per vehicle, additional programs and incentives could and will be provided to encourage even more guest use of ridesharing, transit, and other modes of travel to and from The Disneyland Resort. The applicant is currently developing a list of potential programs and is working with the City of Anaheim and OCTA on the provision of convenient linkages to other modes of transportation. Marketing materials for The Disneyland Resort will describe it as an "auto-free" zone with a range of transportation amenities where cars are not needed. (PDF 3.3-15)		

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspection for the Second Theme Park	<u>Transportation Management Association</u> Other measures to achieve trip reductions and other TDM program objectives will be explored, including the formation of a Disneyland Resort Transportation Management Association (TMA), or an Anaheim Resort Area TMA. To increase the likelihood of success of the TDM program, cooperation among other groups and businesses who either have existing TDM programs or have a need for TDM programming could be networked with cast participants. By expanding the number of participants in the various programs, more benefit in trip reduction is likely to be achieved. The TMA would be responsible for matching cast and guest commute services; marketing/promoting ridesharing alternatives (i.e., vanpooling, bicycling, etc.); and providing a "fair share" payment of local TDM programs provided through the TMA. (PDF 3.3-17)	Public Works Department, Traffic and Transportation Division	
	AIR QUALITY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.4-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall comply with all SCAQMD offset regulations and implementation of Best Available Control Technology (BACT) for all permitted new and modified stationary sources. Copies of permits shall be given to the Planning Department. (3.4-2)	South Coast Air Quality Management District; Planning Department, Planning Division	
Ongoing During Operation of The Disneyland Resort	The applicant shall implement the following measures to reduce emissions: 1. To the extent practicable, schedule goods movements for off-peak traffic hours. 2. Use clean fuel for attraction rides and other uses, as practicable. (3.4-3*)	Public Works Department, Traffic and Transportation Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for the Second Theme Park	The applicant shall submit a site and operations plan for this facility showing the location and configuration of the on-site cast financial and dining services in conformance with the Specific Plan.	Planning Department, Planning Division	
Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant shall provide cast financial and dining services within the Theme Park District and Hotel District to accommodate cast members. (3.4-4)		
Prior to Issuance of Each Building Permit	The property owner/developer shall submit evidence that low emission paints and coatings are utilized in the design and construction of buildings in compliance with AQMD regulations. This information shall be denoted on the project plans and specifications. (3.4-5)	South Coast Air Quality Management District; Planning Department, Building Division	
Prior to Issuance of the First Building Permit for the Future Expansion District, Excluding the South Parking Area; and, Ongoing During Project Operation	The following will be achieved: (1) the 1.5 AVR target for all cast and (2) the average length of the out-of-area guest stay of 1.72 days, or a demonstration that the SCAG VMT reduction targets have been met through other means. (3.4-6*)	South Coast Air Quality Management District; Southern California Association of Governments; Public Works Department, Traffic and Transportation Division	
Prior to Final Building and Zoning Inspection for the Second Theme Park; and Ongoing During Project Operation	The project has been designed to reduce dependence on the private automobile, which will reduce and avoid many of the traffic-related emissions associated with the existing Disneyland theme park, as well as those normally associated with hotels and day-use only special event activities. Guests will be encouraged to park their cars and leave them for the duration of their visits, thus eliminating the trips to restaurants and sightseeing, or entertainment attractions normally associated with vacation stays. Marketing efforts in Southern California will promote The Disneyland Resort as a mini-vacation site for Southland residents. (PDF 3.4-2*)	Public Works Department, Traffic and Transportation Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspection for the Second Theme Park	A wide range of entertainment, lodging, retail and restaurant attractions will be located within the project area and will be linked by an electrically powered monorail system, pedestrian ways/guest transportation system to transport visitors from parking facilities to The Disneyland Resort, and/or pedestrian bridges, walkways and promenades. Convenient walkway access within the Hotel District and adjacent uses, such as the City of Anaheim Convention Center, will also facilitate pedestrian trips by non-project guests who will remain within the project area rather than use automobiles to travel to restaurants and entertainment outside of the area. (PDF 3.4-3)	Planning Department, Planning Division	
In Accordance with Transportation and Circulation Mitigation Measures	The Disneyland Resort traffic will be accommodated, and existing traffic conditions and circulation patterns will be improved through implementation of the identified transportation and parking features, including parking facilities, monorail and pedestrian way/guest transportation systems and convenient access to parking facilities from the freeway. (PDF 3.4-4)	Public Works Department, Traffic and Transportation Division	
Prior to Issuance of Building Permits for Each of the East and West Public Parking Structures ; Ongoing During Project Operation	All public day-use parking facilities, not including hotel, hotel accessory uses or cast parking facilities, will have a crew of cast members, based on parking predictions, on each lot or facility level, to assist speed parking procedures. In addition, the East and West public parking structures will incorporate the following design features on each facility level, to assist speed parking procedures: 1. Signage designed to enhance smooth traffic flows and reduce traffic flows on each facility level. 2. Speed ramps which will take cars directly to the level that has available spaces, thus eliminating circulation movement and time involved with hunting for a space. The speed parking striping and procedures currently used at the Disneyland theme park parking lot will be adapted to use within the parking structures and will be designed to safely park 60 cars per minute. (Refer to Section 7.0, Zoning and Development Standards, in The Disneyland Resort Specific Plan.) 3. Ceiling clearances and lateral clearances, an open well design, and enhanced lighting levels will eliminate the enclosed feeling of a standard garage, which tends to slow drivers. (PDF 3.4-5*)	Public Works Department, Traffic and Transportation Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit	Project design will incorporate the following energy-saving features. This energy savings will also contribute to reduced emissions: 1. Improved thermal integrity of structures and reduced thermal load through use of automated time clocks or occupant sensors. 2. Efficient heating and other appliances. 3. Incorporation of appropriate passive solar design. 4. Proper sealing of buildings. (PDF 3.4-6) (Note: Environmental equivalent approved which deleted notation for drought resistant landscaping as the requirement is addressed in Mitigation Measure 3.10.6-2 and monitoring this aspect of the feature would result in a redundant effort.)	Utilities Department, Water and Electric Services	
Prior to Final Building and Zoning Inspection for the Second Theme Park	There will be a special drop-off area on Harbor Boulevard north of Freedman Way, or internal or adjacent to the East Public Parking Structure, or other accessible location, for shuttle buses to help encourage use of buses by area visitors. (PDF 3.4-7)	Public Works Department, Traffic and Transportation Division	
Prior to Final Building and Zoning Inspections for the Second Theme Park; Ongoing during Project Operation	The applicant will implement a comprehensive and aggressive Transportation Demand Management (TDM) program for all project employees. (PDF 3.4-8*)	Public Works Department, Traffic and Transportation Division	
	NOISE		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.5-1)	Refer to Note #7 on page 1.	
Ongoing During Project Operation of the Second Theme Park	The applicant shall obtain (on an annual basis) a permit for use of fireworks. (3.5-2*)	Fire Department Planning Department, Code Enforcement Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Building Permit for Amphitheater	Plans submitted for the location of the amphitheater will document that the facility is no closer than 2,000 feet from the nearest existing residence. The design and orientation of the amphitheater will be reviewed by a certified acoustical engineer; the applicant shall submit a report, for review and approval by the City, to ensure that noise from the amphitheater does not exceed the noise levels established by the City of Anaheim Sound Pressure Level Ordinance. (3.5-3)	Planning Department, Building Division	
Prior to Final Building and Zoning Inspection for the Amphitheater. Within 9 Months of Commencement of Amphitheater Operations	A Noise Monitoring Program prepared by a certified acoustical engineer shall be submitted for review and approval. The applicant shall submit the results of the Noise Monitoring Program conducted by a certified acoustical engineer to ensure that there are no violations of the Sound Pressure Level Ordinance from amphitheater operations outside The Disneyland Resort. If noise in excess of the Sound Pressure Level Ordinance is detected, the applicant shall modify operations within three days to bring the Amphitheater into conformance with the Sound Pressure Level Ordinance. (3.5-4)	Planning Department, Planning and Building Divisions	
Prior to Approval of Each Final Site Plan; to be Implemented Prior to Final Building and Zoning Inspections	For hotels within the 70 CNEL contour from West Street/Disneyland Drive, the property owner/developer shall submit a noise study prepared by a certified acoustical engineer identifying whether noise attenuation is required, and defining any attenuation measures and specific performance criteria, if any such measures are required to comply with the Uniform Building Code. Ultimate noise attenuation requirements, if any, shall depend on the final locations of such buildings and noise-sensitive room/uses inside the buildings. (3.5-5)	Planning Department, Building Division	
Prior to Issuance of Each Building Permit	For construction of the public parking facilities, South Parking Area facility, and any hotel parking facilities adjacent to residential areas, plans shall document that the driving surfaces shall be a textured surface to minimize tire squeal noise. (3.5-6)	Planning Department, Building Division	
Ongoing During Project Operations of the Second Theme Park	Engine noise from sweeping equipment used in the public parking facilities, South Parking Area facilities and any hotel parking facilities adjacent to residential areas shall be muffled. (3.5-7*)	Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections	For structures that are adjacent to residential areas, the applicant shall ensure that all mechanical ventilation units are shown on plans and installed in compliance with the Sound Pressure Level Ordinance. (3.5-8)	Planning Department, Building Division	
Ongoing During Project Operations	Lower noise-producing fireworks displays will be used at the Second Theme Park to minimize noise from 11:00 p.m. fireworks shows to meet the noise levels in the City of Anaheim Sound Pressure Level Ordinance. (PDF 3.5-1*)	Planning Department, Code Enforcement Division	
Prior to Issuance of Building Permit for the West Public Parking Facility; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Noise from the west public parking facility adjacent to Walnut Street will be reduced by the provision of convenient access to the parking facility, sound attenuation devices (louvers and walls), the use of textured deck surfaces to reduce tire squealing, and tiering the parking facility in the West Parking Area above the third floor to provide greater distance to the receptors. Noise from the West Public Parking Facility adjacent to the Conestoga Hotel will be reduced by the provision of sound attenuation louvers in the openings on the north side of the structure adjacent to the Conestoga Resort. (PDF 3.5-2)	Planning Department, Building Division	
Submittal of Noise Study Prior to Issuance of Southwest Parking Area Building Permit; and Sound Wall Construction Prior to the Commencement of Operation of the Southwest Parking Area	The applicant shall construct a 9-14 feet in height sound wall along Walnut Street next to the Southwest Parking Area. The actual height of the wall will be determined by a noise study submitted with the parking facility construction plans. (PDF 3.5-3)	Planning Department, Building Division	
	EARTH RESOURCES - GEOLOGY, SOILS, AND SEISMICITY		
Prior to Approval of Each Grading Plan	The property owner/developer shall submit a thorough soils and geological report for the area to be graded, based on proposed grading and prepared by an engineering geologist and geotechnical engineer. The report shall comply with Title 17 of the Anaheim Municipal Code. (3.6-1)	Public Works Department, Development Services Division	
Prior to Issuance of Each Building Permit	The property owner/developer shall submit for review and approval detailed foundation design information for the subject buildings, prepared by a civil engineer, based on recommendations by a geotechnical engineer. (3.6-2)	Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Foundation Permit	The property owner/developer shall submit a report prepared by a geotechnical engineer for review and approval which shall investigate the subject foundation excavations to determine if soft layers are present immediately beneath the footing site and to ensure that compressibility does not underlie the footing. (3.6-3)	Planning Department, Building Division	
Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans showing that the proposed structure has been analyzed for earthquake loading and designed according to the most recent seismic standards in the Uniform Building Code adopted by the City of Anaheim. (3.6-4)	Planning Department, Building Division	
Ongoing During Project Operations	The property owner/developer shall coordinate earthquake training with the Fire Department for hotel staff and cast members. (3.6-5*)	Fire Department	
Prior to Issuance of Each Building Permit	For hotels, the property owner/developer shall submit an earthquake emergency response plan for review and approval. That plan shall require posted notices in all hotel rooms on earthquake safety procedures. (3.6-6)	Fire Department	
	GROUNDWATER AND SURFACE HYDROLOGY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.7-1)	Refer to Note #7 on page 1.	
Prior to Approval of Phase II Grading Plan; to be Implemented in Accordance with the Phasing Plan; and, prior to approval of Phase III Grading Plan; to be Implemented in Accordance with the Phasing Plan.	The property owner/developer shall submit a Master Drainage and Runoff Management Plan (MDRMP) for review and approval. The Master Plan shall include, but not be limited to, the following items: a. Backbone storm drain layout and pipe size, including supporting hydrology and hydraulic calculations for storms up to and including the 100-year storm. b. A delineation of the improvements to be implemented for control of project-generated drainage and runoff. c. Detailed assessment of existing water quality, potential water quality impacts, and a description of proposed measures to maintain water quality to the extent required by the National Pollutant Discharge Elimination System (NPDES) and its regulations, including the following:	Orange County Environmental Management Agency; Regional Water Quality Control Board; Caltrans; Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
	1. Incorporation of structural and nonstructural City-controlled Best Management Practices (BMPs). BMPs shall, to the extent permitted by law, include, but are not limited to, containment of masonry and paint wastes on the construction site; proper disposal of vehicle fuel and maintenance wastes; disposal of trash and debris; prohibiting water wash down of paved areas (both during and after construction unless allowed by the NPDES permit); and education/training for construction workers on these practices. Engineering details, maintenance procedures, and funding responsibilities of these BMPs shall also be described. 2. Incorporation of measures to comply with applicable actions to be identified by the RWQCB in conformance with the State Water Resources Control Board (SWRCB) statewide water quality control plan for inland surface waters, adopted April 11, 1991. 3. Description of a water quality monitoring program to monitor water quality during and subsequent to construction and to evaluate the effectiveness of BMPs. The water quality monitoring program shall identify: (1) the person/agency responsible for implementing the program, (2) sources of pollutants in runoff (e.g., nuisance flows from development areas, irrigation flows), (3) specific types of pollutants expected in runoff that will be monitored (e.g., total suspended solids, phosphorous, lead), (4) water quality sampling stations that are representative of runoff from the sources identified above, (5) sampling program methodology, including devices to be used and frequency and duration of sampling, (6) method for evaluating data collected from a sampling program, including threshold standards for determining effectiveness of BMPs, and (7) additional measures, if necessary, to increase the effectiveness of the BMPs to the threshold standards identified in C(1) above. (3.7-2)		

Timing	Measure	Responsible for Monitoring	Completion
Exclusive of the Theme Parks Including the Retail/Entertainment Component, Prior to Issuance of Each Building Permit (for Non-Setback Realm Areas); Prior to Approval of Site Plan (for Setback Realm Areas)	The property owner/developer shall submit landscaping and irrigation plans and an Irrigation Management Program. This landscape plan shall include a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. Additionally: - The landscape plans shall be prepared and certified by a licensed landscape architect. The landscape architect shall submit plans in accordance with Anaheim's Landscape Water Efficiency Ordinance and Guidelines. - The Irrigation Management Program shall specify methods for monitoring the irrigation system and shall be designed by an irrigation engineer (plans to be submitted in accordance with the Specific Plan). The system shall ensure that irrigation rates do not exceed the infiltration of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels of frequencies. - The landscape and irrigation plans shall be developed to be consistent with the provisions of the Specific Plan, which require that the maximum annual water allowance for the project (excluding theme parks) not exceed 80 percent of the mean annual evapotranspiration, or that the landscape irrigation system include water-conserving features such as low-flow irrigation heads, automatic irrigation scheduling equipment, flow sensing controls, rain sensors, soil moisture sensors, and other water-conserving equipment. In addition, all irrigation systems shall be designed so that they will function properly with reclaimed water, if it should become available. (3.7-3) (Note: Environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas and its inapplicability to the theme parks including the retail/entertainment component; deleted the reference to the intended purpose of the plan to integrate and phase the installation of streetscape landscaping with the proposed construction schedule in that the Specific Plan requires the approval of Final Site Plans for the Setback Realm Areas which will be submitted on a street-by-street basis rather than on an individual project component basis. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.)	Public Utilities, Water Services Community Services Department, Parks Division Utilities Department, Water Services; Planning Department, Planning Division Utilities Department, Resource Efficiency Section	

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Timing	Measure	Responsible for Monitoring	Completion
Ongoing During Operation of The Disneyland Resort	The applicant shall provide for the following: cleaning of all paved areas not maintained by the City of Anaheim including, but not limited to, private streets and parking lots on not less than a monthly basis. Using water to clean streets, parking lots, and other areas shall be allowed on a periodic basis if allowed in the applicant's NPDES permit. Nightly washdown shall be allowed in the theme parks and, where advisable to maintain safe and sanitary working conditions, the back-of-house area, if allowed in the applicant's and City's NPDES permit. Flushing debris, residue, and sediment down the storm drains shall conform to the applicant's NPDES requirements. Applicant agrees that material deposited in City storm drains shall not be in violation of the City's NPDES permit. (3.7-4*)	Public Works Department, Streets and Sanitation Division	
Prior to Each Final Building and Zoning Inspection (for Non-Setback Realm Areas); Prior to Acceptance by City Engineer (for Setback Realm Areas)	The property owner/developer shall submit a Certificate of Substantial Completion, as described in the Specific Plan, which establishes that the landscape irrigation systems have been installed as specified in the approved landscaping and irrigation plans. (3.7-5) (Note: Environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.)	Planning Department, Planning Division	
To be Installed With Project Water Mains; to be Connected if Reclaimed Water Becomes Available	To reduce the project's demand on potable water, the property owner/developer shall install water lines onsite so that reclaimed water may be used for landscape irrigation and other purposes, if and when it becomes available. (PDF 3.7-1)	Utilities Department, Water Services	
	CONSTRUCTION IMPACTS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.8-1)	Refer to Note #7 on page 1.	
Ongoing During Grading Operations	The property owner/developer shall implement standard practices from all applicable codes and ordinances to prevent erosion. (3.8-2*)	Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Grading Permit	The property owner/developer shall obtain required NPDES construction storm permits from the State Water Resources Control Board, if applicable. Copies of the Notice of Intent or permits, as applicable, shall be submitted to the City Engineer. (3.8-3) (Note: Environmental equivalent approved which changed the timing for submittal of the Storm Water Pollution Prevention Plan to a more appropriate point in the process.	State Water Resources Control Board; Public Works Department, Development Services Division	
Ongoing During Construction	The following measures will be followed by the property owner/developer to reduce air quality impacts: a. Normal wetting procedures or other dust palliative measures shall be followed during earth-moving operations to minimize fugitive dust emissions, in compliance with the City of Anaheim Municipal Code. b. Roadways adjacent to the project shall be swept and cleared of any spilled export material at least twice a day to assist in minimizing fugitive dust; haul routes shall be cleared as needed if spills of material exported from the project site occur. c. Where practicable, heavy duty construction equipment shall be kept onsite when not in operation to minimize exhaust emissions associated with vehicles repetitiously entering and exiting the project site. d. Trucks importing or exporting soil material and/or debris shall be covered prior to entering public streets. e. Manually irrigate or activate irrigation systems necessary to water and maintain the vegetation as soon as planting is completed. f. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less. g. Suspend all grading operations when wind speeds (as instantaneous gust) exceed 25 miles per hour and during second stage smog alerts. h. The project will comply with the SCAQMD Rule 402, which states that no dust impacts offsite are sufficient to be called a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction.	Planning Department, Building Division; Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
	i. Use low emission mobile construction equipment (e.g., tractors, scrapers, dozers, etc.) where practicable. j. Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators, where practicable. k. Maintain construction equipment engines by keeping them properly tuned. l. Use low sulfur fuel for equipment, to the extent practicable. (3.8-4*)		
Prior to Issuance of Each Grading Permit (for Import/ Export Plan) and Prior to Issuance of Demolition Permit (for Demolition Plan)	Other than for the Disneyland Administration Building or the relocation of the SCE transmission lines, the property owner/developer shall submit Demolition and Import/Export Plans. The plans shall include identification of offsite locations for material export from the project and options for disposal of excess material. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County. The applicant shall offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects, if not all can be reused on the project site. (3.8-5) (Note: Environmental equivalent approved which changed the timing for the submittal of the Import/Export Plan to a more appropriate point in the process.)	Public Works Department, Traffic and Transportation Division	
Ongoing During Construction	The property owner/developer shall implement the following to limit emissions from architectural coatings and asphalt usage: a. Use nonsolvent-based coatings on buildings, wherever appropriate. b. Use solvent-based coatings, where they are necessary, in ways that minimize solvent emissions. c. Encourage use of high-solid or water-based coatings. (3.8-6*)	Air Quality Management District; Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
Ongoing During Demolition and Construction	Construction noise shall be limited by the property owner/developer to 60 dBA along the property boundaries of The Disneyland Resort Specific Plan area before 7:00 a.m. and after 7:00 p.m. as governed by Chapter 6.7, Sound Pressure Levels, of the Anaheim Municipal Code. (3.8-7*)	Planning Department, Code Enforcement Division	
Prior to Issuance of Building Permit	For the parking facility in the West Parking Area or any parking structure or facilities in the Hotel District and the South Parking Area, an 8-foot perimeter or portable construction barrier along streets adjacent to construction areas, to be in place during construction, shall be provided to minimize noise impacts. (3.8-8)	Planning Department, Code Enforcement Division	
Ongoing During Construction	The property owner/developer shall ensure that all internal combustion engines on construction equipment are fitted with properly maintained mufflers. (3.8-9*)	Planning Department, Code Enforcement Division	
Ongoing During Demolition and Construction	In the event that hazardous waste, including asbestos, is discovered during site preparation or construction, the property owner/developer shall ensure that the identified hazardous waste and/or hazardous material are handled and disposed of in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code, Division 20, Chapter 6.5), according to the requirements of the California Administrative Code, Title 30, Chapter 22, and the Uniform Fire Code, Article 87. (3.8-10*)	Air Quality Management District for asbestos disposal; Orange County Health Department for hazardous waste and material disposal; Fire Department, Environmental Protection Section for hazardous materials/wastes from underground storage tanks	
Ongoing During Construction	If Anaheim Police Department or Anaheim TMC personnel are required to provide temporary traffic control services, the property owner/developer shall reimburse the City, on a fairshare basis, if applicable, for reasonable costs associated with such services. (3.8-11*)	Police Department; Public Works Department, Traffic and Transportation Division; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Demolition, Grading or Building Permit for Phase II, Whichever Occurs First	Excluding permits for relocation of the SCE transmission lines, or for demolition related to relocation of the SCE transmission lines as specified in the Phasing Plan, the applicant will establish an onsite public information office (which is conveniently and accessibly located) where construction scheduling and phasing information will be available to the public. The public information office shall be open during construction hours. A telephone "hotline" will be provided to the community to allow members of the public to call the office with questions or comments during business hours. At least one liaison officer will be staffed at the office. The liaison officer shall be available to answer questions from the public and shall coordinate with the City of Anaheim, other public agencies, and major developers in the area regarding the coordination of construction activities and infrastructure improvements. The City shall be provided with a monthly summary of the calls received and follow-up actions. (3.8-12*)	Public Works Department, Traffic and Transportation Division	
Prior to Issuance of Each Building Permit for The Disneyland Resort or, any Other Timing Specifically Provided in this Measure	Excluding the relocation of SCE Transmission lines or the Disneyland Administration Building, the applicant shall submit a Traffic Mitigation and Construction Phasing and Control Plan. To the extent needed, as determined by the Public Works Department, the following project design features (PDF 3.8-1 - 3.8-8) require the applicant to submit at different times the plans for construction of both Phase II and Phase III development. The Traffic Mitigation and Construction Phasing and Control Plan shall identify the following: a. A Construction Staging Area Plan showing the location and size of the construction staging area. The Plan shall also show how the staging area will be screened from view in compliance with the City of Anaheim Municipal Code. (PDF 3.8-1) (Note: Environmental equivalent approved which allows the Construction Staging Area Plan to be prepared for each project component to ensure the Plan includes sufficient detail to address said component. Mitigation Monitoring Plan No. 007 is not included as applicable inasmuch as the Setback Realm Area addressed in Mitigation Monitoring Plan No. 007 will be developed with either the adjacent street improvements or the adjacent project component.)	Public Works Department, Traffic and Transportation Division; Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Grading Plan or Issuance of Demolition or Building Permits, Whichever Occurs First	b. A Construction Barrier Plan showing the location and types of barriers to be in place during grading and construction. Said plan shall provide for all construction areas to be screened from view in compliance with the City of Anaheim Municipal Code and shall include provision for the type and height of the barriers to be placed along all construction perimeters prior to the commencement of demolition, site preparation or grading, whichever occurs first. (PDF 3.8-2)		
Prior to Approval of Grading Plan or Issuance of Demolition or Building Permit, Whichever Occurs First; Implemented During Site Preparation and Construction	c. A Truck Route Plan identifying truck routes along arterials, avoiding residential areas to the extent feasible and in compliance with the Sound Pressure Level Ordinance. The Plan shall show conformance with the external noise limits for construction between 7 p.m. and 7 a.m. The Plan shall also prohibit construction traffic on residential streets where improvements are not planned and shall provide measures to ensure that truck drivers are directed away from residential streets and travel on approved routes only. Measures to assist in guiding truck movement on the arterial roadway system include, but are not limited to, provision of truck route maps to truck drivers and placement of flagpersons and construction signage at appropriate locations. The Truck Route Plan shall provide for monitoring of street conditions and potential repairing and/or repaving by property owner/developer after completion of construction as required by the City Engineer. (PDF 3.8-3)		

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Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for Each Phase	f. A Traffic Management Plan for phasing of roadway improvements, specifying the sequencing of construction to do the following: 1. Coordinate scheduling with other planned construction in the area, including the I-5 widening project. 2. Coordinate scheduling with other infrastructure improvements to allow them to be facilitated efficiently during roadway improvements, such as sewer, storm drain, and water line improvements. 3. Outline procedures for any required traffic detours during construction, including provision of tour bus stops. 4. Phase each roadway improvement to allow access to all existing businesses/residential areas. In some instances this will require lane-by-lane renovation, temporary bypass roads, or traffic reroutes. 5. Employ vertical shoring as often as possible. This will minimize the amount of road surface that will be disturbed at a given location. 6. Sequence the construction of each roadway improvement to minimize disruption to residents and businesses. 7. Establish offsite parking and staging areas, where practical and possible, to minimize the impact to existing level of service on adjacent roadways. These offsite parking and staging areas will allow a dispersion of traffic flow to noncritical areas and will encourage bussing of construction workers from the offsite areas to the construction sites. (PDF 3.8-6) 8. Identify how the project improvement construction schedules and haul routes will be coordinated with other areawide improvements. The applicant shall coordinate with the Convention Center and area hotels to ensure continued operations of these facilities as well as the continued operation of the existing Disneyland theme park and Disneyland Hotel. (PDF 3.8-7) (Note: Environmental equivalent approved to integrate the requirements of PDF 3.8-7 into the Traffic Management Plan.)		

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of the First Grading Plan for Phase II of The Disneyland Resort	h. An Infrastructure Improvement Master Phasing Plan containing (a) infrastructure layout and (b) infrastructure construction phasing. (PDF 3.8-8) (Note: Environmental equivalent approved which eliminated the requirement for sizing, including supporting calculations, as this information is required with the actual improvement plans and is not addressed as part of a phasing plan.)		
Ongoing During Project Construction	The applicant shall submit a quarterly update report showing construction activities for the upcoming quarter which shall include traffic mitigation and control planning and construction scheduling. (PDF 3.8-9)	Public Works Department; Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
Ongoing During Construction	To decrease solid waste resulting from the construction phases, asphalt and concrete which is demolished as a part of project demolition and construction may be crushed and reused on the project site. (PDF 3.8-10*)	Public Works Department, Development Services Division	
Prior to Approval of Each Grading Plan	The applicant shall show how the project will be in compliance with the Traffic Mitigation and Construction Phasing and Control Plan. (PDF 3.8-11)	Public Works/ Department, Traffic and Transportation Division; Planning Department, Planning Division	
	EMPLOYMENT, POPULATION, AND HOUSING		
Varies	The applicant shall implement the project design feature included herein or its environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.9-1*)	Refer to Note #7 on page 1.	
Ongoing During Project Operations	The existing Disneyland theme park and Disneyland Hotel special employment programs such as summer employment for teachers and educational programs offering local high schools students jobs will continue. The Walt Disney Company will also aggressively recruit workers who are already a part of the resident work force in the region. Implementation of The Disneyland Resort Specific Plan will further efforts in offering employment opportunities at various socioeconomic levels. (PDF 3.9-1*)	Planning Department, Planning Division	
	PUBLIC SERVICE AND UTILITIES - FIRE		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.1-1)	Refer to Note #7 on page 1.	
Prior to Commencement of Structural Framing on Each Parcel or Lot	Onsite fire hydrants shall be installed and charged, as required, by the property owner/developer. (3.10.1-2)	Fire Department	
Prior to Approval of Each Grading Plan	The property owner/developer shall submit an emergency fire access plan to ensure that service to the site is in accordance with Fire Department service requirements. (3.10.1-3)	Fire Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit	The property owner/developer shall submit a Construction Fire Protection Plan which shall include detailed design plans for accessibility of emergency fire equipment, fire hydrant location, and any other construction features required by the Fire Marshal. The property owner/developer shall be responsible for securing facilities acceptable to the Fire Department and hydrants shall be operational with required fire flow. (3.10.1-4)	Fire Department	
Prior to Issuance of Each Building Permit; to be Implemented Prior to Each Final Building and Zoning Inspection	Plans shall indicate that all buildings, exclusive of parking structures, shall have sprinklers installed by property owner/developer. (3.10.1-5)	Fire Department	
Prior to Issuance of Each Building Permit	Plans shall be submitted to ensure that development is in accordance with the City of Anaheim Fire Department Standards, including: a. Overhead clearance shall not be less than 14 feet for the full width of access roads. b. Bridges and underground structures to be used for Fire Department access shall be designed to support Fire Department vehicles weighing 75,000 pounds. c. All underground tunnels shall have sprinklers. Water supplies are required at the entrances. Standpipes shall also be provided when determined to be necessary by the Fire Department. d. Adequate off-site public fire hydrants contiguous to the Specific Plan area and onsite private fire hydrants shall be provided by the property owner/developer. The precise number, types, and locations of the hydrants shall be determined during building permit review. Hydrants are to be a maximum of 400 feet apart. e. A minimum residual water pressure of 20 psi shall remain in the water system. Flow rates for public parking facilities shall be set at 1,000 to 1,500 gpm. (3.10.1-6)	Fire Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit in Phase II	The property owner/developer shall enter into an agreement with the City of Anaheim to pay or cause to be paid its fair share of the funding for one additional fire inspector to maintain adequate levels of service of ongoing fire inspection of the Project and in the Anaheim Resort. (3.10.1-7)	Fire Department; City Attorney's Office	
Prior to Issuance of the First Building Permit for Phase II of The Disneyland Resort, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The EIR identifies the following equipment in connection with the Project, other development within the C-R Overlay and District A of The Disneyland Resort Specific Plan Area, and cumulative development in the Anaheim Resort: • A vehicle equipped with specialty tools and equipment to enable the Fire Department to provide heavy search and rescue response capability. • A medical triage vehicle/trailer, equipped with sufficient trauma dressings, medical supplies, stretchers, etc., to handle 1,000 injured persons, and an appropriate storage facility. • One additional fire truck company. • One additional Paramedic company. • Modification to existing fire stations to accommodate the additional fire units. To implement this requirement as it applies to the applicant, the applicant shall provide or cause to be provided funding for the following equipment: • One fire truck company; • One paramedic company; and • Modifications to existing fire stations to accommodate the fire truck company and the paramedic company. The applicant shall not be required to contribute to the purchase of the other equipment identified in the Final EIR because the applicant has or will provide its own emergency response equipment and personnel.	Fire Department; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
	The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of the improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or the use of similar public financing districts and/or mechanisms; and (4) creation of such other mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such equipment and personnel among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or the otherwise defined service area, as applicable, depending on the area served. To implement this mitigation measure, the City has adopted the Fire Protection Facilities and Paramedic Services Impact Fee Program. Compliance with this Program by the property owner/developer (per Ordinance No. 5496 and Resolution No. 95R-73 dated May 16, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.1-8)		
Prior to Approval of Street Improvement Plans	The water supply system shall be designed by the property owner/developer to provide sufficient fire flow pressure and storage for the proposed land use and fire protection in accordance with Fire Department requirements. (3.10.1-9)	Fire Department; Public Utilities Department, Water Services	
Prior to Each Final Building and Zoning Inspection	The property owner/developer shall place emergency telephone service numbers in prominent locations as approved by the Fire Department. (3.10.1-10)	Fire Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspections for the Second Theme Park; Ongoing During Project Operation	The existing services and capabilities of the Disneyland Fire Department shall be extended within The Disneyland Resort. Existing services include preconstruction checks, preinvestigation of fires and alarms, preplanning for fires and evacuations, fire prevention program activities, and monitoring of pyrotechnics and special effects. (PDF 3.10.1-1*)	Fire Department	
	PUBLIC SERVICE AND UTILITIES - POLICE		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.2-1)	Refer to Note #7 on page 1.	
Ongoing During Operation of The Disneyland Resort	The operator of the public parking facilities shall provide an adequate staff of private security officers for patrol and surveillance of the facilities. (3.10.2-2*)	Police Department	
Prior to the Issuance of the First Building Permit for Phase II of The Disneyland Resort (excluding the Relocation of the SCE Transmission Lines)	The property owner/developer shall enter into an agreement with the City of Anaheim to pay or cause to be paid its fair share of the funding for police personnel and equipment necessary to meet the service needs of the Anaheim Resort. (3.10.2-3)	Police Department, City Attorney	
Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant shall provide space within The Disneyland Security Office, to support the Anaheim Police Department to the satisfaction of the Police Department, based on the following criteria: • During the design phase of the security area, a police representative shall be kept informed of the plans for the security area. • All facilities shall be within The Disneyland Resort Security Office on a shared basis. • Separate holding rooms for adult and juvenile offenders shall be provided for the use of the Disneyland Security Department. • Additional private interview rooms shall be made available for the shared use of the Anaheim Police Department and the Disneyland Security Department, including adequate areas for onsite storage needs and a common area for computers. (3.10.2-4)	Police Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit for Parking Structures	The Police Department shall review the safety measures incorporated into the building plans for the parking structures within the Specific Plan area to be submitted by the property owner/developer. The security measures shall include the following or other substitute security measures as may be approved by the Police Department: • For the West and East Public Parking Structure, and the Southwest Parking Facility, closed circuit television surveillance and recording equipment shall be provided. • For the hotel parking structures, closed circuit television surveillance and recording equipment shall be provided. • For the Disneyland Administration Building and the South Parking Area (south of Katella Avenue and west of Haster Street), guarded entrance and exit gates shall be provided. (3.10.2-5)	Police Department	
Ongoing During Operation of The Disneyland Resort	The applicant shall continue to provide anti-gang and substance abuse educational programs which are currently provided for park security cast members. (3.10.2-6*)	Police Department	
Ongoing During Operations	The Disneyland Security Department shall be expanded to provide equivalent levels of service to the entire Disneyland Resort. These services will include initial response, investigation, and report writing. Entry points to the theme parks will be patrolled by the Disneyland Security Department. (PDF 3.10.2-1*)	Police Department	
Prior to Issuance of Each Building Permit for Each Parking Facility; to be Implemented Prior to Final Building and Zoning Inspections	In the West and East Public Parking Structures and in the hotel parking structures, closed circuit television monitoring and recording or other adequate security measures will be used extensively. (PDF 3.10.2-2)	Police Department	
Ongoing During Project Operation	The applicant shall continue to provide and expand its Court Liaison program to meet the needs of The Disneyland Resort. (PDF 3.10.2-3*)	Police Department	

Timing	Measure	Responsible for Monitoring	Completion
	PUBLIC SERVICE AND UTILITIES - SOLID WASTE		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.3-1)	Refer to Note #7 on page 1.	
Prior to Final Zoning and Building Inspections	Excluding the relocation of SCE transmission lines, the Disneyland Administration Building and demolition, the property owner/developer shall submit project plans to the Director of Maintenance for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989, as implemented by the City of Anaheim, the County of Orange Integrated Waste Management Plan, and the City of Anaheim Integrated Waste Management Plan, administered by the Department of Maintenance. (3.10.3-2)	Maintenance Department	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Zoning and Building Inspection; to be Implemented During Operation of the Theme Parks	A solid waste management plan shall be submitted for review and approval by the applicant for The Disneyland Resort theme parks to ensure that the project plans comply with AB 939, as administered by the City of Anaheim, and the County's and City's Integrated Waste Management Plans. Waste management mitigation measures that shall be taken to reduce solid waste generation shall include: - Detailing the locations and design of back-of-house recycling facilities. - Complying with all Federal, State, and City regulations for hazardous material disposal. - Continuing participation in the City of Anaheim's voluntary "Recycle Anaheim" program or other substitute program as may be developed by the City. In order to meet the requirements of the Solid Waste Reduction Act of 1989 (AB 939), the applicant shall implement numerous solid waste reduction programs at The Disneyland Resort, including: - Facilitating paper recycling by providing chutes or convenient locations for sorting and recycling bins. - Facilitating cardboard recycling (especially from retail areas) by providing adequate space and centralized locations for collection and baling. - Facilitating glass recycling (especially from restaurants) by providing adequate space for sorting and storing. - Providing trash compactors for nonrecyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection. - Prohibition of curbside pick-up within The Disneyland Resort. (3.10.3-3)	Maintenance Department; Fire Department, Environmental Protection Section (for hazardous material disposal)	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspections for the Second Theme Park; and continuing on an Ongoing Basis During Project Operation	The existing solid waste recycling and waste minimization practices at the Disneyland theme park shall be expanded as feasible to serve The Disneyland Resort. Existing practices include: • Usage of recycled paper products for stationery, letterhead, and packaging. • Recovery of materials such as aluminum and cardboard. • Collection of office paper for recycling. • Collection of polystyrene (foam) cups for recycling. • Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery. (PDF 3.10.3-1)	Maintenance Department	
	PUBLIC SERVICE AND UTILITIES - PARKS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the Mitigation Monitoring Program process. (3.10.4-1)	Refer to Note #7 on page 1.	
Prior to Issuance of the First Building Permit for Phase II	The applicant shall enter into an agreement to pay the cost of providing night lighting to two existing ballfields at one or more existing City community parks complete with support amenities, including parking, security lighting, restrooms, spectator seating, and drinking fountains. The applicant shall enter into an agreement with the Parks, Recreation and Community Services Department that delineates the conditions under which payment for improvements will be provided. (3.10.4-2)	Community Services Department, Parks Division; City Attorney's Office	
Prior to Final Building and Zoning Inspections for the Second Theme Park	Substantial area within The Disneyland Resort has been designed to encourage utilization by pedestrians in a park-like setting linking key areas of the project. The pedestrian amenities will include landscaped pedestrian walkways linking West Street/Disneyland Drive to Harbor Boulevard; and a new entry plaza for Disneyland and the Second Theme Park where the guest transportation system will drop off guests from the parking facilities and hotels. (PDF 3.10.4-1)	Planning Department, Planning Division; Public Works/ Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant will provide an eating area, outside the paid gates, easily accessible to park guests, within the Theme Park District for those who bring their own food. Design features will include a 50-table layout with comparable spacing to other theme park eating areas. Drinking fountains, security, landscaping, lighting, vending machines, and nearby restrooms/locker facilities will be provided. (PDF 3.10.4-2)	Community Services Department, Parks Division	
	PUBLIC SERVICE AND UTILITIES - SCHOOLS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.5-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall provide proof that school impact fees have been paid consistent with State statute. (3.10.5-2)	Planning Department, Building Division	
Ongoing During Project Operations	The existing Disneyland theme park has developed and/or has engaged in a series of educational programs in cooperation with the local community and regional agencies and organizations, designed to enhance and complement the educational opportunities and experiences for the youth. The 10 educational programs that currently exist are indicated below (see Section 3.10.5, Schools, for detailed information regarding these programs): 1. The Disneyland Creativity Challenge Awards Program 2. Orange County Young Listeners Concerts 3. Junior Achievement (JA) 4. Work Exposure Day at Disneyland 5. Disney Magic Music Days 6. Job Search Strategy Class 7. "Free From Drugs" Program 8. Job Training Opportunities 9. School Support Programs 10. CIF Champion Celebration The applicant will continue these programs and/or substitute similar programs of equal importance. (PDF 3.10.5-1)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
	PUBLIC SERVICE AND UTILITIES - WATER		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.6-1) (Note: Environmental equivalent approved which eliminated the monitoring requirement for this measure in that it was duplicative of PDF 3.7-1 and separate monitoring would result in a redundant effort.)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit (for Non-Setback Realm Areas); Prior to Approval of Each Final Site Plan (for Setback Realm Areas); to be Implemented Prior to Final Zoning and Building Inspections (for Setback Realm Areas) and Prior to Acceptance by the City Engineer (for Setback Realm Areas); and, Continuing on an Ongoing Basis During Project Operation	Among the water conservation measures to be shown on plans and implemented by the property owner/developer (to the extent feasible within the Theme Park District) within the Specific Plan area include the following: • Use of low-flow sprinkler heads in irrigation system. • Use of waterway re-circulation systems. • Low-flow fittings, fixtures, and equipment, including low flush toilets and urinals. • Use of self-closing valves on drinking fountains. • Use of reclaimed water for irrigation and washdown when it becomes available. • Continuation of the existing cooling tower recirculation system. • Use of efficient irrigation systems such as drip irrigation and automatic systems which use moisture sensors. • Low-flow shower heads in hotels. • Water-efficient ice machines, dishwashers, clothes washers, and other water-using appliances. • Use of irrigation systems primarily at night when evaporation rates are lowest.	Utilities Department, Resource Efficiency Section; Community Services Department, Parks Division; Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
	• Provide information to the public in conspicuous places regarding water conservation. • Use of water-conserving landscape plant materials wherever feasible. • Use of vacuum and other equipment to reduce the use of water for washdown of exterior areas. (3.10.6-2) (Note: Environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.)		
Prior to Each Final Zoning and Building Inspection	The property owner/developer shall submit a certified water audit for landscape irrigation systems except for areas within the Theme Parks. (3.10.6-3)	Utilities Department, Resource Efficiency Section	
Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspections for the Disneyland Administration Building	The existing 12-inch water main between Ball Road and the southeast corner of the Disneyland Administration Building site will be replaced by the applicant with a new 16-inch diameter main to the satisfaction of the Public Utilities Department. (3.10.6-4)	Utilities Department, Water Services	Completed
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for the Demolition or Relocation of the Existing SCE Transmission Lines	For construction in the back-of-house area, excluding the Disneyland Administration Building, the existing 12 and 10-inch water mains located between the southeast corner of the Disneyland Administration Building site and Harbor Boulevard north of Manchester Avenue will be replaced with a new 16-inch water main to the satisfaction of the Public Utilities Department. (3.10.6-5)	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines; to be Implemented in Accordance with the Approved Phasing Plan	The applicant shall submit for review and approval an engineering report and phasing plan demonstrating the incorporation of the following water system improvements into The Disneyland Resort. The applicant shall construct or cause to be constructed the following improvements: a. The existing 8-inch water main in Clementine Street from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main. b. The existing 10-inch water main in Freedman Way from Clementine Street to Harbor Boulevard shall be replaced by a 20-inch water main. c. The existing 10-inch water main in Harbor Boulevard from Katella Avenue to Freedman Way shall be replaced by a 20-inch water main. d. The 12-inch water main in Katella Avenue from Harbor Boulevard to Clementine Street shall be replaced by a 20-inch water main. e. The existing 10-inch water main in Harbor Boulevard from Freedman Way to Harbor Boulevard north of Manchester Avenue shall be replaced by a 16-inch water main.	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
	The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the, Anaheim Resort and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served. To implement this mitigation measure, the City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.6-6)		
Prior to Issuance of the First Building Permit for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The applicant shall submit for review and approval an Engineering Report and Phasing Plan demonstrating the incorporation of a new water supply well in the vicinity of Clementine Street and Freedman Way. (3.10.6-7)	Utilities Department, Water Services; City Attorney's Office	
Prior to Final Building and Zoning Inspections for Phase II	The applicant shall fund or cause to be funded the drilling of a new water supply well in the vicinity of Clementine Street and Freedman Way. (3.10.6-8)	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspections for the Second Theme Park	The applicant shall cause to be constructed the site improvements for the well in the vicinity of Clementine Street and Freedman Way. The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan Area, the Anaheim Resort or otherwise defined service area, as applicable, depending on the area served. The City has adopted the Anaheim Resort Water Facilities Fee Program (Rule 15E of the Water Rates, Rules and Regulations). Compliance with this Fee Program by the property owner/developer (per Resolution No. 95R-140, effective September 1, 1995) shall satisfy the requirements of this mitigation measure. It is noted that the City may require the applicant to provide an advance in accordance with Rule 15E of the Water Rates, Rules and Regulations to complete the site improvements for the new water supply well for which the drilling phase was previously completed under Mitigation Measure No. 3.10.6-8. The City may also enter into alternative financing arrangements with the applicant to ensure that this mitigation measure is implemented. (3.10.6-9)	Utilities Department, Water Services; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Each Final Building and Zoning Inspection for The Disneyland Resort	The Disneyland Resort will be developed with piping onsite to use reclaimed water when it is available from the County Sanitation District of Orange County (CSDOC), for use in The Disneyland Resort waterways and for irrigation. (PDF 3.10.6-1)	Utilities Department, Water Services	
To be Shown on Street Improvement Plans; to be Implemented Prior to Street Relocation or Final Building and Zoning Inspections for the Second Theme Park, Whichever Occurs First	With development of The Disneyland Resort, some street rights-of-way will be relocated, therefore requiring relocation of the utilities. The following improvements are included in the development of The Disneyland Resort: - The existing 10-inch water main in Cerritos Avenue between Walnut Street and West Street/Disneyland Drive will be abandoned with the proposed realignment of this portion of Cerritos Avenue, and a new 12-inch water main will be installed in the new Cerritos Avenue right-of-way. - The existing 12-inch and 14-inch water mains in West Street/Disneyland Drive will be replaced with a 20-inch water main and relocated with the realignment of the West Street/Disneyland Drive right-of-way. - An onsite 12-inch dual-feed water main through the proposed Disneyland Resort from the proposed water line in West Street/Disneyland Drive to the proposed water line in Harbor Boulevard will be constructed. The dual-feed system will create two means of water supply to any point fed from this line and will ensure good fire flow protection. (PDF 3.10.6-2)	Utilities Department, Water Services	
	PUBLIC SERVICE AND UTILITIES - WASTEWATER/SEWER		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.7-1)	Refer to Note #7 on page 1.	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of the First Building Permit for the Disneyland Administration Building; to be Implemented Prior to Final Building and Zoning Inspection for the Disneyland Administration Building	The applicant shall submit a report indicating that the Administration Building will not increase the sewage flows to Ball Road beyond historic levels. The applicant will upgrade or parallel the existing 10-inch diameter pipe in Winston Road from the Disneyland property line to West Street/Disneyland Drive with an approximate 12-inch diameter pipe. Additionally, an upgrade or parallel pipe to the existing 10-inch diameter pipe in West Street between Winston Road and Cerritos Avenue will be provided. (3.10.7-2)	Public Works Department, Development Services Division and Design Division	Completed

Timing	Measure	Responsible for Monitoring	Completion
Prior to the First Final Building and Zoning Inspection for Phase II, Excluding Permits for Demolition or the Relocation of the Existing SCE Transmission Lines	The applicant shall construct or cause to be constructed the following improvements: • A City sewer main upgrade line or parallel sewer line to the existing 24-inch sewer main in Katella Avenue, from the existing 27-inch District sewer line at Walnut Street or Ninth Street to Harbor Boulevard. • A City sewer main upgrade line or parallel sewer line to the existing 15-inch sewer main in Harbor Boulevard from Katella Avenue to Manchester Avenue. The City recognizes that these improvements will serve not only the applicant but also other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, each of which should contribute its allocable share of the cost of these improvements. To implement this requirement as it applies to other property owners/developers in the Specific Plan area, the Anaheim Resort, and the service area, the City shall, and shall make appropriate arrangements with other public agencies, if any, to reimburse the applicant to the extent that its contributions for these improvements exceed the applicant's allocable share of the cost. Such arrangements shall include one or more of the following: (1) creation of integrated financing districts; (2) entry into a reimbursement agreement with the applicant; (3) creation of appropriate community facilities districts, assessment districts, and/or use of similar public financing districts and/or mechanisms; and (4) creation of other such mechanisms or districts as may be appropriate to provide for the reimbursement of these costs. The determination of the allocable share of improvement costs attributable to the applicant and other property owners/developers, and reimbursement amounts, shall be based on an apportionment of the costs of such improvements among property owners/developers, including the applicant, in the Specific Plan area, the Anaheim Resort, or otherwise defined service area, as applicable, depending on the area served. To implement this mitigation measure, the City has adopted the Sewer Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5490 and Resolution No. 95R-60 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.7-3)	Public Works Department, Design Division; City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvements Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	With development of The Disneyland Resort, some street rights-of-way will be realigned, therefore requiring concurrent relocation of the sewer line to the proposed rights-of-way as follows: • Reconstruction of the existing pipeline in West Street/Disneyland Drive when the street alignment is implemented. • Construction of a 15-inch to 21-inch pipeline in Cerritos Avenue between West Street/Disneyland Drive and Walnut Street when the existing street is abandoned and relocated. • Construction of a 12-inch pipeline in West Street/Disneyland Drive from Winston Road to Cerritos Avenue. (PDF 3.10.7-1)	Public Works Department, Design Division	
	PUBLIC SERVICE AND UTILITIES - STORM DRAINS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.8-1)	Refer to Note #7 on page 1.	
Prior to Approval of Grading Plans; to be Constructed Prior to Final Building and Zoning Inspections for the Second Theme Park	Excluding the relocation of the SCE transmission lines or demolition, a detailed drainage study and plan that identifies either no increase in area historic drainage flows and no changes in area historic drainage patterns, except as already addressed through Project Design Features; or, that identifies additional drainage improvements to meet multi-year storm design frequency discharges for Phase II and Phase III improvements and to protect property in the event of a 100-year storm design frequency shall be submitted for review and approval. It is noted that the City has adopted the Storm Drain Impact and Improvement Fee Program for the South Central City Area. Compliance with this Fee Program by the property owner/developer (per Ordinance No. 5491 and Resolution No. 95R-61 dated April 18, 1995) shall satisfy the requirements of this Mitigation Measure, or the City may enter into alternative financing arrangements with the applicant. (3.10.8-2)	Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of a Grading Plan for the South Parking Area; to be Implemented Prior to the First Final Building and Zoning Inspection for the South Parking Area	The applicant shall construct or cause to be constructed detention/retention facilities in the South Parking Area to ensure that the storm water runoff from the Future Expansion District does not increase area historic drainage flows and does not alter historic drainage patterns. (3.10.8-3) (Note: Environmental equivalent approved which changed timing to reflect that the grading plan was the appropriate plan with which to first monitor this measure.)	Public Works Department, Development Services Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	If the proposed runoff will be discharging at or below area historic levels, and consistent with area historic patterns, The Disneyland Resort tributary to the Katella Avenue drainage basin will not be required to implement drainage main line infrastructure improvements. Detention/retention facilities of storm runoff may be considered in the final design phase of the overall public system; however, such proposed detention/retention facilities must have maintenance guarantees and would be required to meet strict design criteria so that they may function properly in multi-year storm design frequencies. (PDF 3.10.8-1)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspections for the Second Theme Park	Due to the proposed relocation of the portion of Cerritos Avenue between Walnut Street and West Street/Disneyland Drive, the existing storm drain lines in this part of Cerritos Avenue will be abandoned. As part of the reconstruction of Cerritos Avenue, a new storm drain line will be installed from West Street/Disneyland Drive within the new right-of-way to Walnut Street, and then in existing right-of-way along Walnut Street and Cerritos Avenue to the ABC Channel. (PDF 3.10.8-2)	Public Works Department, Design Division	
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Due to the lowering of a portion of West Street/ Disneyland Drive, a new storm drain line with a pump system shall be constructed to pump water from the sump area to the proposed Cerritos Avenue storm drain line. (PDF 3.10.8-3)	Public Works Department, Design Division	

Timing	Measure	Responsible for Monitoring	Completion
To be Shown on Street Improvement Plans; to be Implemented Prior to Final Building and Zoning Inspection for the Second Theme Park	Storm drain laterals are required as part of normal street construction and are listed as follows: New storm drain laterals will be constructed in West Street/Disneyland Drive north of Katella Avenue to drain runoff to Katella Avenue; in West Street/Disneyland Drive north of the realigned Cerritos Avenue to drain runoff to Cerritos Avenue; and, in Walnut Street north of existing Cerritos Avenue; and in Walnut Street north of Katella Avenue to drain runoff to Katella Avenue. All will be designed in compliance with the Master Plan of Drainage for the South Central City Area. (PDF 3.10.8-4)	Public Works Department, Design Division	
	PUBLIC SERVICE AND UTILITIES - ELECTRICITY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.10.9-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans showing that each of the project's buildings will comply with the State Energy Conservation Standards for New Residential and Nonresidential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). (3.10.9-2)	Utilities Department, Resource Efficiency Section	
Prior to issuance of the first Building Permit for Phases II and III	The applicant shall enter into an agreement with the City of Anaheim to address the need, timing and financial responsibility for improvements required to serve the increase in electrical demand associated with development of The Disneyland Resort project. Pursuant to this agreement, the applicant shall provide demand projections to the City based on the applicant's development plans. When warranted by demand projections of the project, the applicant shall construct or cause to be constructed a maximum 100 MVA substation and associated facilities on The Disneyland Resort property to accommodate the increased demand. This requirement will not be necessary until the demand from the project of the existing and new Disneyland Resort project exceeds 45 MVA. The substation site shall comply with all City requirements for the necessary installation and maintenance within or crossing rights-of-way. (3.10.9-3)	Utilities Department, Electrical Engineering Division, City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Building Permit for the undergrounding of the SCE 220kV Electrical Lines	If the SCE 220kV electrical lines are to be undergrounded, then a leak response/safety plan shall be submitted for review and approval and will include, at a minimum, the following information: a. Leak and spill procedure b. Location of absorbent materials and containers c. Storage and handling procedures d. First aid measures The plan shall outline the procedures for responding to a leak or other events identified by the Fire Department. (3.10.9-4)	Fire Department	
Prior to Final Building and Zoning Inspection for the Second Theme Park	The Southern California Edison transmission lines that cross the existing Disneyland South Parking Lot will be relocated, with the 66kV lines undergrounded and the 220KV lines in an aerial configuration. (PDF 3.10.9-1)	Planning Department, Planning Division	
Prior to Final Building and Zoning Inspection for the Second Theme Park	Coordinate with the Southern California Edison Company for the relocation of the 220 kV lines and 66kV lines presently crossing the existing Disneyland theme park parking lot. (PDF 3.10.9-1a)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Issuance of Each Building Permit; to be Implemented Prior to Each Final Building and Zoning Inspection	In order to conserve energy, The Disneyland Resort shall implement numerous energy saving practices in compliance with Title 10, which may include the following: • Consultation with the City energy-conservation experts for assistance with energy-conservation design features. • Use of high-efficiency air conditioning systems controlled by a computerized management system including features such as a variable air volume system, a 100-percent outdoor air economizer cycle, sequential operation of air conditioning equipment in accordance with building demands, isolation of air conditioning to any selected floor or floors. • Use of electric motors designed to conserve energy. • Use of special lighting fixtures such as motion sensing lightswitch devices and compact fluorescent fixtures in place of incandescent lights. • Use of T8 lamps and electronic ballasts. Metal halide or high-pressure sodium for outdoor lighting and parking lots. (PDF 3.10.9-2)	Utilities Department, Electrical Services	
At Time That Relocated 220 kV Transmission Lines Are Placed in Service	The 220KV transmission lines will use cross-phasing and/or use other reasonable methods agreed to by SCE in the aerial alignment to minimize EMF levels. (PDF 3.10.9-3)	The Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
	PUBLIC SERVICE AND UTILITIES - NATURAL GAS		
Prior to Issuance of Each Building Permit	The property owner/developer shall submit plans which shall ensure that buildings are in conformance with the State Energy Conservation Standards for nonresidential building (Title 24, Part 6, Article 2, California Administrative Code). (3.10.10-1)	Utilities Department, Energy Services	
Prior to Approval of Each Final Building and Zoning Inspection	The Southern California Gas Company has developed several programs which are intended to assist in the selection of most energy-efficient water heaters and furnaces. The property owner/developer shall implement a program, as required, to reduce the demand on natural gas supplies. (3.10.10-2)	Planning Department, Building Division	
	PUBLIC SERVICE AND UTILITIES - TELEVISION		
Prior to Issuance of First Building Permit; and, 6 Months After Topping Out for Phase II and Phase III of The Disneyland Resort	Excluding the Disneyland Administration Building, a pre-project study of area television reception shall be undertaken by the applicant to determine baseline conditions. After topping out for Phase II and Phase III of The Disneyland Resort, a followup study of area television reception shall be undertaken immediately by the applicant. If the City of Anaheim determines that the proposed project creates a significant impact on broadcast television reception at local residences, a signal booster or relay system shall be installed on the roof of the tallest project building to restore broadcast television reception to its original condition as soon as practicable. (3.10.12-1)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
	HAZARDOUS MATERIALS		
Varies	The applicant shall implement the project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.11-1)	Refer to Note #7 on page 1.	
Prior to Approval of the First Grading Plan or Issuance of the First Demolition Permit, Whichever Occurs First, for Each Phase	Investigation for the presence of cryptic tanks using geophysical methods shall be conducted in the subject area for the property owner/developer by a qualified environmental professional in the areas of former service stations and those areas known or thought to have been formerly occupied by USTs and where tank removal has not been verified prior to excavation or grading in these areas. Soil sampling or a soil organic vapor survey may be required if soil sampling results are not available or indicate contamination is present above regulatory guidelines. If warranted, subsurface investigation and sampling shall be undertaken in these areas, and appropriate remediation measures developed, if necessary, before demolition, excavation, or grading takes place in these areas. (3.11-2)	Orange County Health Department; Fire Department, Environmental Protection Section	
Prior to Removal of Underground Tanks; and, During Removal of Underground Tanks	A permit shall be obtained for removal of underground tanks by the property owner/developer. During removal of the underground storage tank, a representative from the Environmental Protection Section shall be onsite to direct soil sampling. (3.11-3)	Orange County Health Department; Fire Department, Environmental Protection Section	
Ongoing During Remediation	Remediation activities conducted on behalf of the property owner/developer of surface or subsurface contamination not related to USTs shall be overseen by the Orange County Health Department. Information on subsurface contamination from an underground storage tank shall be provided to the Fire Department. (3.11-4)	Orange County Health Department; Fire Department, Environmental Protection Section	
Prior to Approval of the First Grading Plan or Issuance of the First Phase I Demolition Permit, Whichever Occurs First	The property owner/developer will submit a plan which details procedures that will be taken if a previously unknown UST or other unknown hazardous materials or waste is discovered onsite. (3.11-5)	Orange County Health Department; Fire Department, Environmental Protection Section	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Grading Plan for the Miller Tools/ Mobile Brake Site	A site reconnaissance survey of the Miller Tools/Mobile Brake building shall be conducted by a qualified environmental professional for the property owner/developer to assess any potential presence of hazardous materials at this facility. Where possible, interviews with property owners and/or company representatives shall be conducted to obtain information on the hazardous material usage histories and handling practices of the sites and, if available, copies of contaminant investigation reports shall be reviewed to evaluate the presence and level of hazardous substances in the soil at each property. The results of this investigation shall be submitted to the Orange County Health Department for review and approval. If warranted, subsurface investigation and sampling shall be undertaken by a qualified environmental professional in coordination with the Orange County Health Department. Appropriate remediation measures will be developed, if necessary, before demolition, excavation, or grading take place in these areas. (3.11-6)	Orange County Health Department; Fire Department, Environmental Protection Section	
Prior to Approval of Grading Plan or Issuance of Demolition Permit, Whichever Occurs First	A qualified environmental consultant shall attempt to contact the current and/or known former owners of the following on behalf of a property owner/developer within the C-R Overlay Area; the 7-11 convenience store and the vacant parcels at 1340 S. West Street/Disneyland Drive and 321 West Katella Avenue to obtain information regarding the status of underground tanks and/or tank closures at these sites. If necessary, subsurface investigation and sampling shall be undertaken by a qualified environmental professional. Results of those analyses shall be submitted to the Fire Department for review and approval. The following properties have completed this measure as of July 1996: Katella Car Wash, 350 W. Katella Avenue; the Shell Service Station, 2100 S. Harbor Boulevard; National Car Rental. (3.11-7)	Fire Department, Environmental Protection Section	
Prior to Relocation of Transformers Within Non-Disney-Controlled Properties or City-Owned Transformers Within the Specific Plan Area That May Contain PCBs Which Are Being Moved or Relocated as Part of Project Development	The transformers shall be tested by the property owner/developer for PCBs. (3.11-8)	Utilities Department, Electric Services	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Grading Plan or Issuance of Excavation Permit	For the northern portion of the West Street/Disneyland Drive strawberry farm (pumphouse area), the small remaining amount of shallow soil affected by lubricating oil shall be handled and disposed of according to all applicable local, state, and federal laws and regulations. (3.11-9)	Orange County Health Department; Fire Department, Environmental Protection Section	Completed
Prior to Approval of Grading Plan or Issuance of Excavation Permit	Several representative samples of shallow soils shall be collected and analyzed by the property owner/developer for pesticide and herbicide residue in the West Street/Disneyland Drive agricultural area and the S&S Nurseries area. If soils containing pesticides or herbicides above regulated limits are found, remedial actions shall be carried out before disturbance of the soils. Remedial actions should consist of removal and disposal or treatment of affected soils according to all applicable local, state, and federal regulations. (3.11-10)	Orange County Health Department; Fire Department, Environmental Protection Section; Orange County Agriculture Department	
Ongoing During Project Operation	The current compliance efforts for hazardous materials utilized at the existing Disneyland theme park and Disneyland Hotel described under Section 3.11.1.1, shall be expanded to encompass The Disneyland Resort to ensure compliance with applicable laws and regulations. (PDF 3.11-1*)	Fire Department	
	VISUAL RESOURCES AND AESTHETICS		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.12-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit; to be Implemented Prior to Final Building and Zoning Inspections	The property owner/developer shall submit plans which illustrate that all mechanical equipment and trash areas for the subject buildings will be screened from adjacent public streets and adjacent residential areas. (3.12-2)	Planning Department, Planning Division	

Timing	Measure	Responsible for Monitoring	Completion
Exclusive of the Theme Parks including Retail/Entertainment Component, Prior to the Issuance of Each Building Permit (for Non-Setback Realm Areas); Prior to Approval of Final Site Plan (for Setback Realm Areas)	The property owner/developer shall submit a landscape and irrigation plan for areas outside of the theme parks. This plan shall be prepared by a licensed landscape architect. The landscape plan shall include a phasing plan for the installation and maintenance of landscaping associated with that building permit. (3.12-3) (Note: Environmental equivalent approved which clarifies the timing relative to the Setback Realm Areas and non-Setback Realm Areas and its inapplicability to the theme parks including the retail/entertainment component. It should be noted that this measure will apply to and be monitored with the ultimate landscaping only and not with any interim landscaping condition.)	Planning Department, Planning Division	
Prior to Issuance of Each Building Permit for Each Parking Facility Along Walnut Street; to be Implemented Prior to Each Final Building and Zoning Inspection	The property owner/developer shall submit plans which detail the lighting system for the parking facilities along Walnut Street. The systems shall be designed and maintained in such a manner as to conceal light sources to the extent feasible to minimize light spillage and glare to the adjacent uses. The plans shall be prepared and signed by a licensed electrical engineer, with a letter from the engineer stating that, in the opinion of the engineer, this requirement has been met. (3.12-4)	Planning Department, Planning Division	
Prior to Final Building and Zoning Inspection for The Disneyland Resort	The applicant shall participate in a landscape assessment and maintenance district, if one is established for the Anaheim Resort. (3.12-5)	City Attorney's Office	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Final Site Plan or Issuance of Each Building Permit, Whichever Occurs First	The proposed Specific Plan incorporates design guidelines as well as zoning and development standards, many of which have been designed to reduce the potential visual impacts of the project and to present a visually integrated resort area, including: • The Disneyland Resort Specific Plan provides for heavily landscaped streetscapes and gives the guidelines for trees and shrubs, light fixtures, benches, monuments, and signs located within the landscaped area. • The East and West Parking Areas and the hotel parking facilities will have landscaped setbacks from the public right-of-way and are restricted in height. • Rights-of-way will be landscaped to add to the aesthetics of the area. • The landscape treatments will vary to create distinct places visually. • The West Parking Area and hotel parking facilities will be terraced back from Walnut Street with landscaping treatments above 40 feet. In addition, canopy trees will be planted in a center median on Walnut Street, and the parkway along the street will be landscaped. • A coordinated color theme for major street features will be incorporated into the design. • The service areas and back-of-house areas will be screened from public view. • All rooftop equipment on buildings will be screened as per the Specific Plan. • A layered landscape treatment in the setback realm will provide screening of a 9-14 feet in height sound wall adjacent to the Southwest Parking Area. (PDF 3.12-1)	Planning Department, Planning Division; Community Services Department, Parks Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Each Grading Plan	CULTURAL RESOURCES		
	The property owner/developer shall submit a letter identifying the certified archaeologist that has been hired to ensure that the following actions are implemented: a. The archaeologist must be present at the pregrading conference in order to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of artifacts if potentially significant artifacts are uncovered. If artifacts are uncovered and determined to be significant, the archaeological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational or research institution. c. Any archaeological work at the site shall be conducted under the direction of the certified archaeologist. If any artifacts are discovered during grading operations when the archaeological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. d. A final report detailing the findings and disposition of the specimens shall be submitted to the City Engineer. Upon completion of the grading, the archaeologist shall notify the City as to when the final report will be submitted. (3.13-1)	Public Works Department, Development Services Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Approval of Each Grading Plan	The property owner/developer shall submit a letter identifying the certified paleontologist that has been hired to ensure that the following actions are implemented: a. The paleontologist must be present at the pregrading conference in order to establish procedures to temporarily halt or redirect work to permit the sampling, identification, and evaluation of fossils if potentially significant paleontological resources are uncovered. If artifacts are uncovered and found to be significant, the paleontological observer shall determine appropriate actions in cooperation with the property owner/developer for exploration and/or salvage. b. Specimens that are collected prior to or during the grading process will be donated to an appropriate educational research institution. c. Any paleontological work at the site shall be conducted under the direction of the certified paleontologist. If any fossils are discovered during grading operations when the paleontological monitor is not present, grading shall be diverted around the area until the monitor can survey the area. d. A final report detailing the findings and disposition of the specimens shall be submitted. Upon completion of the grading, the paleontologist shall notify the City as to when the final report will be submitted. (3.13-2)	Public Works Department, Development Services Division	
	ENERGY		
Varies	The applicant shall implement all project design features or their environmental equivalent. The City of Anaheim Planning Department will ensure compliance through the mitigation monitoring process. (3.14-1)	Refer to Note #7 on page 1.	
Prior to Issuance of Each Building Permit	The property owner/developer shall demonstrate on plans that fuel-efficient models of gas-powered building equipment have been incorporated into the proposed project to the extent feasible. (3.14-2)	Planning Department, Building Division	

Timing	Measure	Responsible for Monitoring	Completion
Prior to Final Building and Zoning Inspection for the Second Theme Park	The project shall be developed in conformance with The Disneyland Resort Specific Plan and shall offer a broad diversity of theme park, retail, dining and entertainment experiences which will enhance the destination resort character of The Disneyland Resort. As a result, many visitors will extend their length of stay; thus, incremental vehicular trips to and from the site are expected to be reduced. (PDF 3.14-1*) (Note: Environmental equivalent approved which eliminated the requirement for monitoring this feature on an ongoing basis during project operation in that the approval of the various project components will constitute satisfaction of the feature.)	Planning Department, Planning Division	
Prior to Issuance of Each Building Permit for Public Day-Use Parking Facilities	The public parking facilities, which may be used for theme park guest parking, shall be designed in accordance with the speed parking procedures set forth in Section 7.0, Zoning and Development Standards, of the Specific Plan which will assist in reducing vehicular fuel from idling engines. (PDF 3.14-2)	Public Works/ Department, Traffic and Transportation Division	

APPENDIX K

THE DISNEYLAND RESORT SPECIFIC PLAN AMENDMENT NO. 4 PROPOSED TEXT AMENDMENTS

(Note: The current Disneyland Resort Specific Plan document is on file in the City of Anaheim Planning Department and is available for public review or purchase.)

**AMENDMENT NO. 4 TO
THE DISNEYLAND RESORT SPECIFIC PLAN NO. 92-1**

List of Proposed Amendments

The following amendments are proposed to The Disneyland Resort Specific Plan No. 92-1 to provide for the development of the Pointe*Anaheim project. New or added text is depicted by ***bold italicized print*** and deleted text is depicted by ~~strikeout~~. All page references relate to The Disneyland Resort Specific Plan No. 92-1 document.

Table of Contents and List of Exhibits:

The Table of Contents and List of Exhibits will be adjusted to reflect the new sections and exhibits relating to the Pointe*Anaheim Overlay and corresponding page numbers.

Section 1.1 Purpose of the Specific Plan (page 1-1):

“The purpose of The Disneyland Resort Specific Plan is to provide for the development of an international multi-day vacation destination resort on 489.7 acres in the City of Anaheim’s Anaheim Resort. The overall goal is to change the existing Disneyland theme park area from a day-oriented attraction to a multi-day destination resort by integrating the Specific Plan’s existing and proposed theme parks, hotels, and visitor-serving facilities into an exciting, appealing, unified resort environment. To achieve this, the Plan contains a land use plan, a public facilities plan, a design plan, and zoning and development standards which describe how the Plan’s goal will be realized. It creates five new planning districts - a Theme Park District, a Hotel District, a Parking District, a Future Expansion District and District A - and a C-R ***Overlay and a Pointe*Anaheim Overlay*** which provide the regulations and guidelines to assure that the planning area will become the high quality destination resort envisioned. The Plan will permit development of a new theme park, additional hotels and entertainment areas, new parking facilities, and an internal transportation system. ***The Pointe*Anaheim Overlay also provides for the development of a Lifestyle Retail and Entertainment Complex subject to the approval of a Conditional Use Permit.*** In addition, the Plan permits the existing Disneyland theme park to continue to the modified with new attractions and other improvements.

Section 1.6 Summary of Districts, first and third paragraphs (page 1-4 and 1-5):

First Paragraph

“The Disneyland Resort Specific Plan establishes five land use districts: the Theme Park District, the Hotel District, the Parking District, the Future Expansion District and District A. In addition, the Specific Plan establishes a C-R Overlay, which allows certain parcels to become part of the overall Resort development or to be developed with the uses set forth in Chapter 18.48 (Anaheim Resort Specific Plan No. 92-2) of the Anaheim Municipal Code as it currently exists or may be amended in the future. ***The Specific Plan additionally establishes the Pointe*Anaheim Overlay which encompasses District A and the portion of the Parking District (East Parking Area)/C-R Overlay south of Freedman Way (renamed Disney Way) and provides for the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex subject to the approval of a Conditional Use Permit.*** Exhibit 1.6.6b shows the District boundaries.”

Third Paragraph

"The following is a summary of each of the Districts and the C-R **and Pointe*Anaheim** Overlays planned for The Disneyland Resort Specific Plan area."

Section 1.6.5.5 **Pointe*Anaheim Overlay** (page 1-7):

"The Pointe*Anaheim Overlay encompasses District A and the portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way (approximately 29.1 acres). This Overlay is a special provision of the Specific Plan that provides for the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex subject to the approval of a Conditional Use Permit, as an alternative to the uses permitted by District A or the Parking District (East Parking Area)/C-R Overlay. The Pointe*Anaheim project includes the following: 565,000 gross square feet of restaurants /dining/entertainment uses; two to three hotels comprising a maximum of 1,050 hotel rooms/suites with related accessory retail uses (maximum 923,800 square feet); a multi-plex theater including either 4,600 seats for live performances or a 24-screen movie theater with approximately 4,757 seats; transportation facilities; a parking structure of 1,492,000 gross square feet to accommodate 4,428 automobile parking spaces and 25 bus parking spaces; a 141,200-square foot family entertainment center on the top of the parking structure; and a bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim project would be developed as one comprehensive and coordinated project, to be constructed in one phase, although certain aspects of the project may open earlier than others due to shorter construction duration."

Section 1.6.6 Development Plan (page 1-8):

Revise Exhibit 1.6.6a - The Disneyland Resort Development Area Summary Tabulation to add the following below "C-R Overlay":

Development Area Name	Land Use	Area (acres)
Pointe*Anaheim Overlay	<i>within Parking District</i>	
	<i>East Parking Area/C-R Overlay</i>	<i>10.2</i>
	<i>within District A</i>	<i>18.9</i>
	<i>Subtotal</i>	<i>29.1</i>

(8) The Pointe*Anaheim Overlay may be developed with the Pointe*Anaheim project or with uses set forth in District A or the Parking District (East Parking Area)/C-R Overlay. [Add this note to the Parking District (East Parking Area) and District A in the table.]

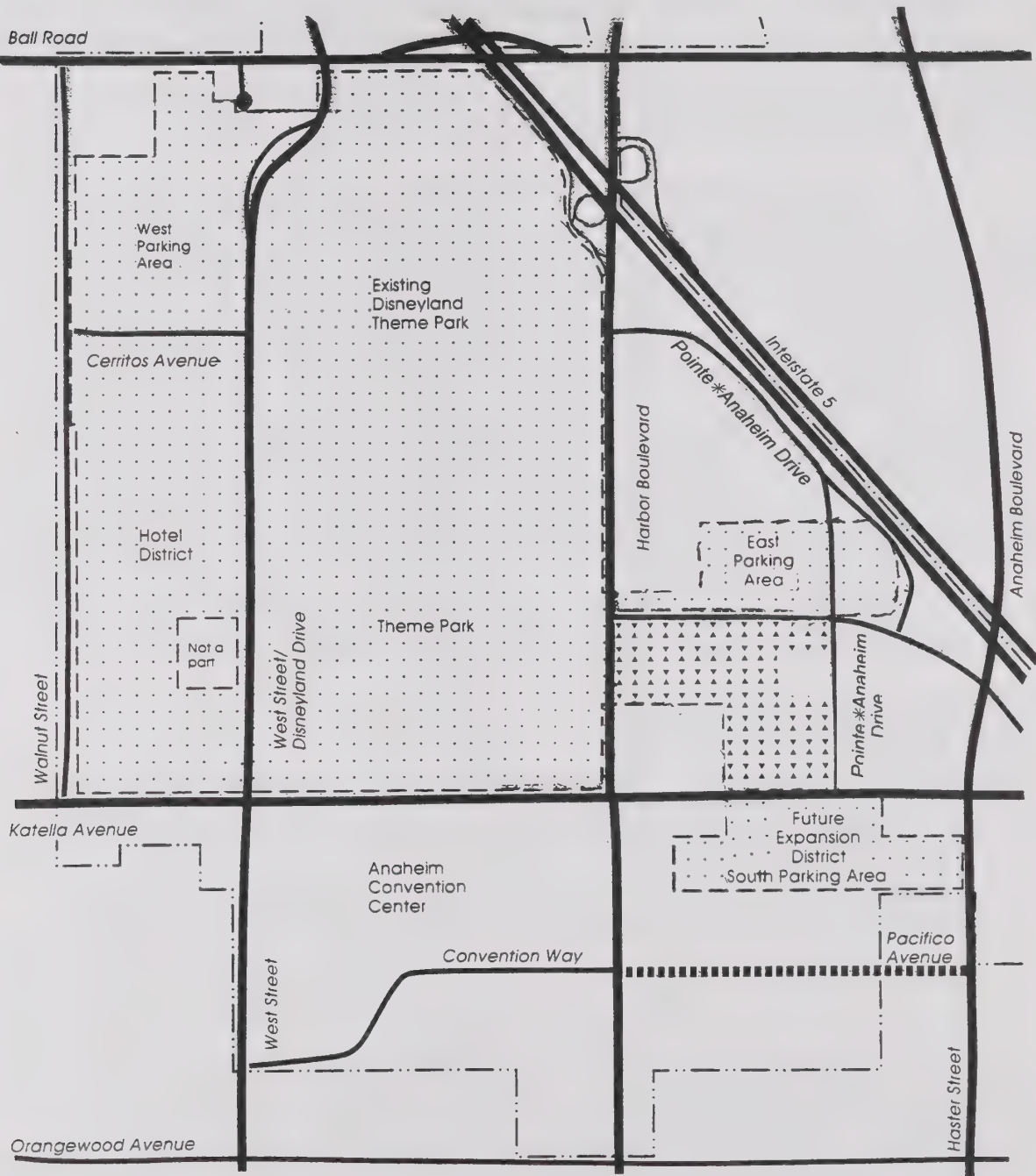
Add two exhibits to this section:

Exhibit 1.6.6c - C-R Overlay (same exhibit as on page 3-21)

Exhibit 1.6.6d - Pointe*Anaheim Overlay. New exhibit showing boundaries of the Pointe*Anaheim Overlay.

Section 2.2.3 Supply Visitor Facilities to Meet Long-Term Demand, third and fourth paragraphs (page 2-3):

"Second, the Plan provides for the addition of up to 4,600 resort hotel rooms within the Theme Park and Hotel Districts (not including hotels constructed in District A and under



The Disneyland Resort Specific Plan
Anaheim, California

Pointe*Anaheim Overlay



Legend

-  Anaheim Resort Boundary
-  Disneyland Resort Specific Plan Boundary
-  Designated for Future Extension in Existing General Plan Circulation Element
-  Pointe*Anaheim Overlay

the C-R **and Pointe*Anaheim** Overlays) to accommodate the increased number of visitors.

Third, the Plan provides for visitor-serving retail, entertainment facilities, and parking within the Theme Park and Hotel Districts, District A and the C-R **and Pointe*Anaheim** Overlays.”

Section 2.4.3 CEQA Requirements (page 2-7):

“The Final EIR for The Disneyland Resort project was certified on June 22, 1993. No additional CEQA documentation was required for Specific Plan Amendments No. 1 and No. 2, since the changes proposed as part of those Amendments were within the scope of the project analyzed in the EIR. In conjunction with Specific Plan Amendment No. 3, an Addendum to the EIR was prepared in compliance with the requirements of CEQA. The Addendum demonstrated that the changes to the Specific Plan which were included in Amendment No. 3 would not result in any new or substantially worse environmental impacts and that no supplemental or subsequent environmental review was required. ***In conjunction with Specific Plan Amendment No. 4, a Mitigated Negative Declaration was prepared in compliance with the requirements of CEQA. The Mitigated Negative Declaration demonstrated that the changes to the Specific Plan which were included in Amendment No. 4 would not result in any new or substantially worse environmental impacts and that, after incorporation of the recommended mitigation measures identified in Mitigation Monitoring Plan No. ____, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.***”

Section 3.3 Land Use Plan (page 3-6):

“The 489.7-acre Disneyland Resort includes five land use districts: the 292-acre Theme Park District, the 97-acre Hotel District, the 57.1-acre Parking District, the 24.7-acre Future Expansion District and the 18.9-acre District A. In addition, a C-R Overlay **and a Pointe*Anaheim Overlay** apply to particular parcels within the Specific Plan area. This section contains a general description of each District and the C-R **and Pointe*Anaheim** Overlays, while Section 7.0, “Zoning and Development Standards,” contains specific, detailed, district zoning and development standards. The exhibits on the following pages summarize development in the Specific Plan area. Exhibit 3.3b, the Development Plan, shows the boundaries of each District. Its accompanying table, Exhibit 3.3a, is a summary table that includes pertinent facts about the size and intensity of development for each District. Further information about development can be found in Exhibit 3.3.5.a **(the C-R Overlay)** and Exhibit 3.3.6a **(the Pointe*Anaheim Overlay)**, which show the location of areas where the provisions of **these Overlays** will apply. With adoption of The Disneyland Resort Specific Plan, the Development Plan and the C-R **and Pointe*Anaheim Overlays** will serve as the zoning maps for The Disneyland Resort.”

Exhibit 3.3a - Land Use Plan Development Summary Tabulation (page 3-7):

Revise this exhibit to add the following below “C-R Overlay”:

Development Area Name	Land Use	Area (acres)
Pointe*Anaheim Overlay	within Parking District	
	East Parking Area/C-R Overlay	10.2
	within District A	18.9
	Subtotal	29.1

(8) The Pointe*Anaheim Overlay may be developed with the Pointe*Anaheim project or with uses set forth in District A or the Parking District (East Parking Area)/C-R Overlay. [Add this note to the Parking District (East Parking Area) and District A in the table.]

Section 3.3.1 Theme Park District (second paragraph on page 3-10):

“Up to 1,000 hotel rooms may be constructed as part of the theme park. If any of these rooms are not constructed in the theme park, then the number of rooms permitted in the Hotel District will increase by an equal amount of rooms. The total number of rooms permitted within The Disneyland Resort, however, will not exceed 5,600 rooms, excluding those rooms permitted by District A and the C-R **and Pointe*Anaheim Overlays** (discussed in Section 3.3.3.5, District A; Section 3.3.5, C-R Overlay; **and, Section 3.3.6, Pointe*Anaheim Overlay**). Guest and visitor vehicular access to hotel rooms within the Theme Park District will be from West Street/Disneyland Drive. Up to 350,000 square feet of the theme park square footage may be developed as retail entertainment center uses in the Theme Park and/or Hotel District(s), with associated parking within the Hotel District. The retail entertainment center use may straddle West Street/Disneyland Drive.”

Section 3.3.2 Hotel District (second paragraph on page 3-13):

“The Hotel District will contain approximately 4,600 hotel rooms including approximately 1,000 existing rooms in the Disneyland Hotel that will be retained and renovated, and 3,600 new hotel rooms. Up to 1,000 more hotel rooms may be added to the Hotel District if they are not constructed in the Theme Park District, bringing the total of hotel room permitted within The Disneyland Resort to 5,600 rooms (excluding hotel rooms which currently exist or may be built within District A and the C-R **and Pointe*Anaheim Overlays**). Up to 350,000 feet of Theme Park District square footage may be constructed in the Theme Park and/or Hotel District(s) as retail entertainment center uses.”

Section 3.3.3 Parking District (second paragraph, page 3-18):

“The parking facility north of Katella Avenue will be a maximum of seven levels and the maximum height will be 75 feet. Since the parking facility will occupy only a portion of the 30.1 acres in the East Parking Are, the remaining acres will become hotel or other visitor-serving uses as provided for in the C-R **and Pointe*Anaheim Overlays** (See Sections 3.3.5 **and 3.3.6**). Final layout for the parking facility in the East Parking Area will be subject to Planning Commission Review as a Report and Recommendation item.”

Section 3.3.6 Pointe*Anaheim Overlay (new section to start on page 3-23):

“The 29.1-acre Pointe*Anaheim Overlay encompasses District A (approximately 18.9 acres) and the portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way (approximately 10.2 acres) as shown in Exhibit 3.3.6a. This Overlay is a special provision of the Specific Plan that provides for the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex subject to the approval of a Conditional Use Permit, as an alternative to the uses permitted by District A or the Parking District (East Parking Area)/C-R Overlay.

The Pointe*Anaheim project involves a fully-integrated, mixed-use development consisting of the following: 565,000 gross square feet of restaurants/dining/entertainments uses; two to three hotels comprising a maximum of 1,050 hotel room/suites with a maximum of 86,985 square feet of related accessory uses; a multi-plex theater including either 4,600 seats for live performances or a 24-screen movie theater with approximately 4,757 seats; transportation facilities; a parking structure of 1,492,000 gross square feet to accommodate 4,428 automobile parking spaces and 25 bus parking spaces; a 141,200-square foot family entertainment center on the top of the parking structure; and a bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim project density is set forth in more detail in Exhibit 3.3.6a.

Pointe*Anaheim will have integrated management, a festive theme orientation, and plaza/pedestrian oriented amenities. In addition to the hotels and rooftop family entertainment center, the following uses are representative of the types of businesses that are expected to be developed as a part of the Pointe*Anaheim project: art galleries, banking facilities, children's apparel and accessories, entertainment facilities (nightclubs, game/amusement arcades, etc.), jewelry sales, men's and women's apparel, museums, restaurants, shoes and accessories, shopping services, specialty merchandise and gifts, specialty toys, theaters (either for live performances or movies), transportation/travel services, and various other amusement/theme-type attractions. Architectural devices, (defined as a building, structure, sculpture, or other architectural element of, or having the nature of, an icon, which is a known, nationally-recognized image or object, including, but not limited to, trademarked objects, logos, or other images and figures associated with nationally-recognized corporate identities) may be a part of the Pointe*Anaheim Overlay, pursuant to a project Conditional Use Permit.

As previously noted, the majority of the project would be concentrated on three levels of development. The ground level is at street level at the outer perimeter and descends to approximately three feet below grade at the center of the project. The Ground Level would consist primarily of hotel ground floors and parking, and accessory and service uses supporting the restaurants and retail stores, including truck loading areas. Level 1 also starts at street grade at the outer perimeter of the project, beginning at the same point as the Ground Level. Level 1 is built on an ascending incline over the Ground Level. At the center of the project, the floor of the Ground Level is at three feet below street grade, Level 1 is 12 feet above street grade. Levels 1 and 2 would include the various retail uses listed above, theaters, and hotel rooms. Remaining hotel rooms would be on higher floors. The rooftop of the parking structure is proposed for development of a family entertainment center. More detailed descriptions of the various land uses are provided below.

Hotel Uses

The plan depicts up to three hotels on-site. Hotel uses are proposed generally along the perimeter of the project site fronting on Disney Way and Katella Avenue. The hotels would feature convention, specialty and family suites-oriented facilities including, but not limited to, banquet and meeting spaces, exercise facilities, restaurants, and retail shop facilities.

The first hotel is located in the north-central portion of the site on the south side of Disney Way. The second hotel is planned at the southwest corner of Disney Way and Freedman Way. The third hotel is planned on the north side of Katella Avenue, at the western edge of the project. The total number of hotel rooms will not exceed 1,050.

Program Summary for Pointe*Anaheim Overlay

Land Use	Maximum Area (Square footage)	Maximum Number of Rooms/Seats/Parking Spaces
HOTEL AND THEATER		
Hotel (2 to 3) Hotel Rooms Restaurant/Lounges Banquet Meeting Rooms Retail	836,815 18,185 68,000 800	1,050 rooms
Subtotal Hotels	923,800 ^a	
Live Theater		
Theater A		2,350 seats
Theater B		1,500 seats
Theater C		750 seats
Subtotal Theaters	85,000 ^b	4,600 seats
RETAIL/DINING/ENTERTAINMENT (RDE)		
Specialty Retail	335,000	NA
Dining	140,000	5,600 seats
Entertainment		
Night Club	40,000	1,600
Games/Video Arcade	25,000	NA
Museum	25,000	NA
Subtotal Entertainment	90,000	1,600 seats
Subtotal RDE	565,000	7,200 seats
PARKING		
Parking Structure	1,492,000	4,428 automobile spaces/25 bus spaces ^c
Roof Top Family Entertainment Center	141,200	NA
Bus Terminal/Facility	21,600	
^a Approximate square footage. The analysis presented in the document is based on number of hotel rooms and 86,985 square feet of accessory uses. ^b The actual square footage of the live theater may vary, based on lobby, stage, and backstage area. The analysis presented in this document is based on the number of seats; therefore, a change in the square footage would not change the results of the analysis presented with the exception of electrical use. With a larger theater, a test for additional electrical usage would be required to determine if a significant impact to electrical capacity would occur. If so, additional mitigation would be required. As an alternative, the theater uses could consist of a 24-screen movie theater (including approximately 4,757 seats). ^c The number of cars able to be parked within this structure may be increased up to approximately 4,800 spaces through valet parking operations during peak days.		

Exhibit 3.3.6a - Pointe*Anaheim Overlay Development Program

The hotels would be high-rise construction. As currently designed, the hotels would range in height from 66 to 133 feet. The ultimate height of the structures will be determined by the hotel companies who develop within the project site; however, the hotels will comply with the height requirements of The Disneyland Resort Specific Plan, and if shade/shadow impacts exceed those addressed in this document, additional environmental review will be conducted.

The final design and ultimate number of hotels will be based on the hotel developer(s) and will be shown on Final Site Plans to be reviewed and approved by the Planning Commission prior to issuance of building permits.

Retail/Dining/Entertainment (RDE)

Retail, dining, and entertainment (RDE) uses are located primarily on Levels 1 and 2 of the project. Restaurants include fast-food and food court-type service, semi-enclosed, walk-up/specialty, enclosed full service establishments, and theme-type restaurants.

As currently designed, the project would include up to three live theaters with a total of 4,600 seats (situated in approximately 85,000 square feet of space). However, dependent on market demand, the theater complex may alternatively be developed as a 24-screen movie theater (4,757 seats). The Final Site Plan will identify the theater use to be developed and number of seats and will be reviewed and approved by the Planning Commission prior to issuance of building permits. The theaters would be located immediately west of Freedman Way, south of the existing fire station. The height of the theater structure would vary, but would not exceed 75 feet in height.

A Family Entertainment Center is proposed to be developed on the roof of the parking structure. The precise components of the Center are not yet known, but could include a miniature golf course, merry-go-round, or other such attractions, or could provide amenities for the hotels, such as tennis courts or gardens. This use, although disclosed in this document, will require future environmental review and a Conditional Use Permit (CUP). A safety wall would be constructed along the perimeter of the facility. The facility would be lit for nighttime use.

Bus Terminal/Facility

A bus terminal/facility is planned in conjunction with the project to provide bus transport to and from regional airports for visitors to the Anaheim Resort area. In addition, the facility may be used as a terminal for sightseeing bus trips to accommodate hotel visitors. A loading area of approximately 120 feet by 180 feet will be utilized on the ground level. Bus ingress and egress is planned to be via Freedman Way and Harbor Boulevard. The facility is not planned to serve as a “park and ride” facility for local residents. A high fee will be charged for overnight parking (other than for hotel guests) as a deterrent to use the facility as a park and ride facility or for other overnight parking needs.

Parking

Parking for the proposed project is provided primarily in a five-level parking structure located in the southwest portion of the site. Additionally, parking is provided on the ground level of the proposed project, and on Level 2 above the proposed RDE uses.

The parking structure would accommodate 4,428 automobiles and 25 buses. The structure would extend approximately 40 feet in height.

Landscaping and Signs

The perimeter of the project site will be landscaped in accordance with the requirements of The Disneyland Resort Specific Plan. The following fully-landscaped setback areas will be provided: a minimum 26-foot wide setback adjacent to Harbor Boulevard; a minimum 11-foot wide setback area adjacent to Katella Avenue; a minimum 20-foot wide setback area adjacent to Disney Way and Freedman Way except adjacent to the hotel lot at the southwest corner of Disney Way and Freedman Way where the building height exceeds 75 feet, where the minimum setback will then be 30 feet wide; and, a minimum 10-foot wide setback adjacent to interior property lines. A coordinated signage program will be developed for Pointe*Anaheim in compliance with the requirements of The Disneyland Resort Specific Plan. All permitted signage will be shown on the Final Site Plan, which will be subject to the review and approval of the Planning Commission prior to the issuance of building and sign permits. Signs which require the approval of a Conditional Use Permit will be processed concurrently with the Final Site Plan.

The Conceptual Site Plan exhibits are provided in Section 5.0, Design Plan in Exhibits 5.8.3f.1 to 5.8.3.f.4.

Section 3.4 Phasing Plan (page 3-23):

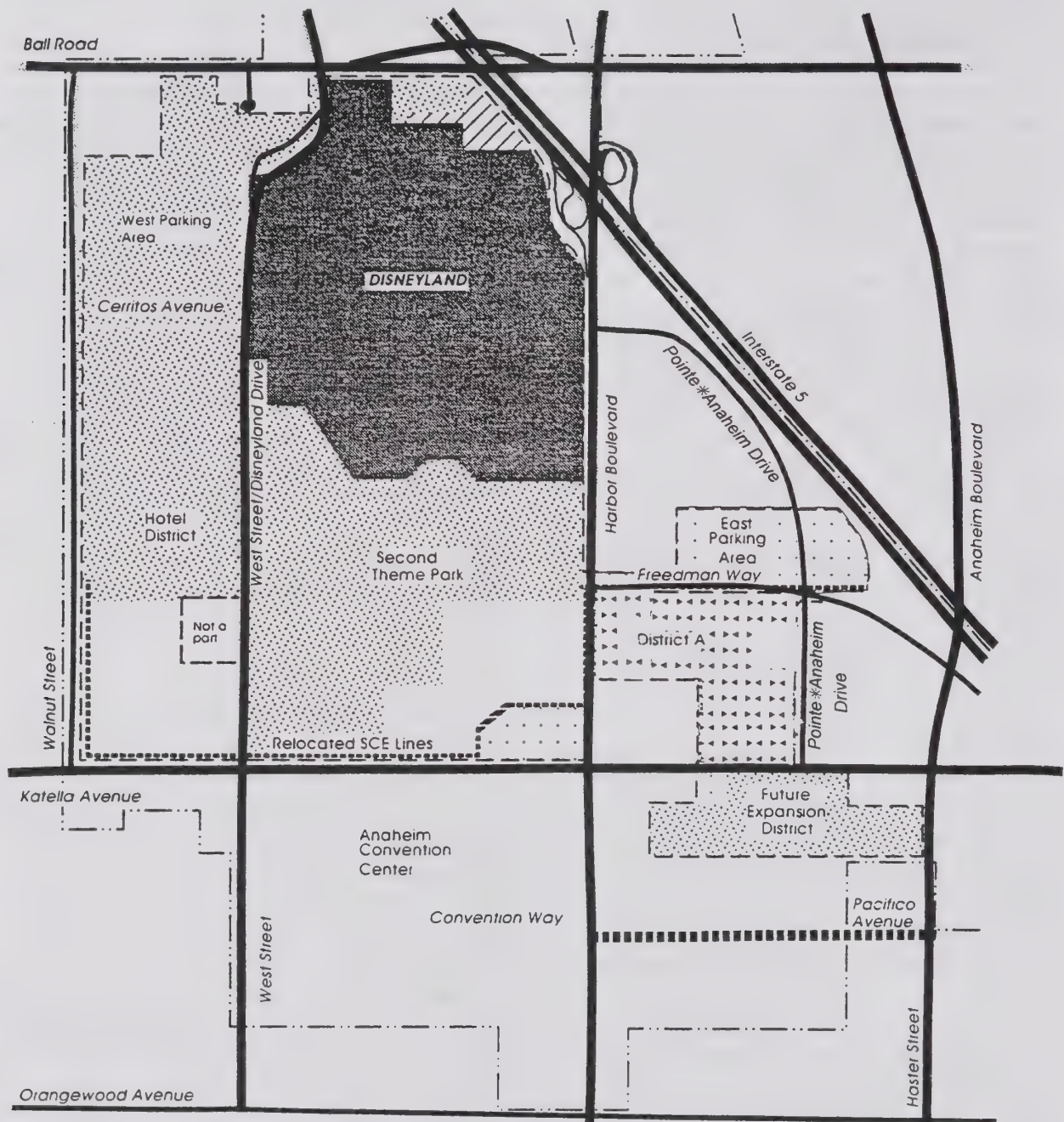
"The anticipated opening date for the new theme park is in 2001. Development of The Disneyland Resort is planned to take place in several phases: the first completed in 1996; the second concluding in 2001; the third (buildout) completing in 2010. Phasing for District A and the C-R Overlay is not known at this time. **The Pointe*Anaheim Overlay project will be constructed in one phase, as one comprehensive project, with completion planned for 2001.** Exhibit 3.4a shows the location of phasing components. The primary objective of the Phasing plan is to minimize the effect of construction on the local street thoroughfares and adjacent residential neighborhoods, and to ensure the provision of adequate infrastructure as well as to ensure smooth operation of the existing Disneyland theme park and Disneyland Hotel, Anaheim Convention Center, and other area businesses during construction. Specific improvements associated with each phase are indicated in the following descriptions of each phase and in Section 4.0, "Public Facilities Plan," which contains information on the phasing of public facilities."

Exhibit 3.4a - Phasing Plan (page 3-23):

Change exhibit to indicate the following:

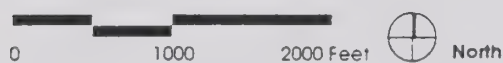
Change "Phasing Undetermined" in Legend to state "District A and C-R Overlay Phasing Undetermined"

Add to Legend - "Pointe*Anaheim Overlay: 2001" and indicate, with a triangle design, the Pointe*Anaheim Overlay on the map.



The Disneyland Resort Specific Plan
Anaheim, California

Phasing Plan



Legend

- Anaheim Resort Boundary
- Disneyland Resort Specific Plan Boundary
- Designated for Future Extension in Existing General Plan Circulation Element
- On-Going Theme Park Operations
- Phase I: 1996
- Phase II: 2001
- Areas to be Developed in Phase II and Phase III
- Phasing Undetermined
- Pointe*Anaheim Overlay: 2001

Exhibit 3.4a—Phasing Plan

Section 4.3.2 Arterial/Secondary System (page 4-14 and page 4-22):

Change Freedman Way description on page 4-14 as follows:

Disney Way (previously Freedman Way) will be widened between Interstate 5 and Harbor Boulevard from its current condition of two travel lanes in each direction to three travel lanes in each direction to serve the traffic entering and leaving the Disneyland Resort. See Exhibit 5.8.3c, 'Parking District Concept Plan: East Parking Area,' for the proposed access locations.

West of the access points to the parking facility, a raised landscaped median will separate the opposing travel lanes. Between the western access to the public parking facility and Interstate 5, the median will be painted in order to permit traffic to be reversed when outbound traffic from the Parking Areas exceeds inbound traffic. Freedman Way improvements will be completed during Phase II. Additional roadway improvements associated with the East Parking Facility may occur in Phase III.

At the Disney Way access point to the Pointe*Anaheim Overlay project, a median break will be provided to allow for south bound left-hand turns into the project, with the design subject to the approval of the City Engineer. A pocket for a left-turn lane east of the median break will reduce the width of the landscaped median to eight feet for approximately 200 feet.

Change Clementine Street description on page 4-22 as follows:

Freedman Way (previously Clementine Street) will serve two lanes of travel in each direction and will be widened ~~from 60 feet to 87 feet~~ to accommodate a new landscaped median and various ***left and right*** turn lanes. ***The right-of-way is 105 feet just south of the Disney way/Freedman Way intersection. It increases to approximately 118 feet just south of the intersection to provide for a right-hand turn lane into the Pointe*Anaheim Overlay project. South of the City Fire Station, a north-bound left-turn pocket and median break is provided for left turns into the Pointe*Anaheim project. North of the Katella Avenue/Freedman Way intersection, the right-of way decreases to 102.5 feet. Clementine Freedman Way*** improvements will be completed in Phase III. ***However, improvements associated with the development of the Pointe*Anaheim Overlay project (as required by the Pointe*Anaheim Mitigation Monitoring Program) will be completed in conjunction with project development.***

Exhibit 4.3.2p - ~~Clementine Street~~ ***Freedman Way*** Cross-Section

Change exhibit to indicate the revised right-of-way.

SECTION 5.0 DESIGN PLAN

Section 5.7.2 General Site Planning

Section 5.7.2.1 Applicability (page 5-83):

"The guidelines in Section 5.7.2 apply to the Hotel District, District A and the C-R ***and Pointe*Anaheim*** Overlays..."

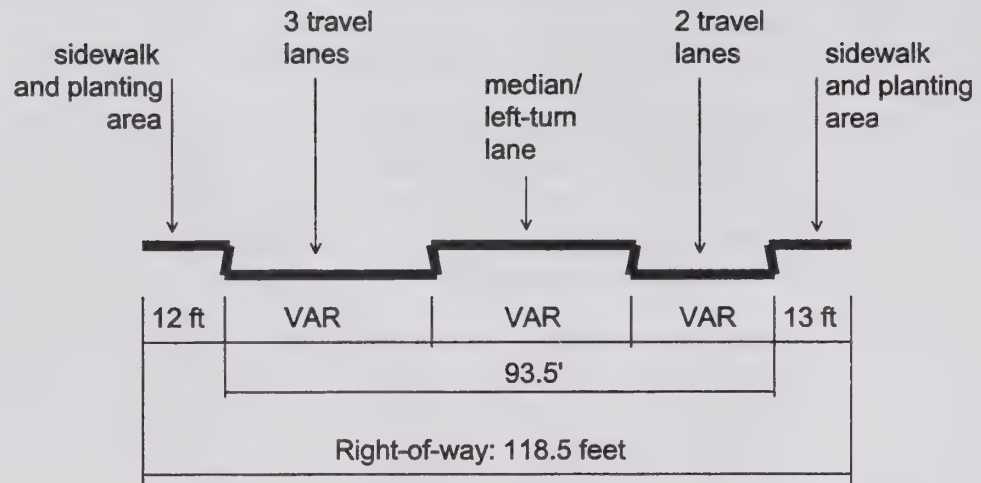
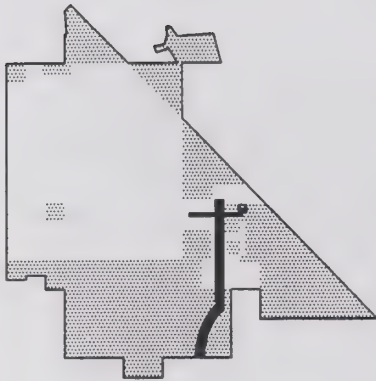


Exhibit 4.3.2p (1) - Freedman Way Cross-Section n/o Fire Station

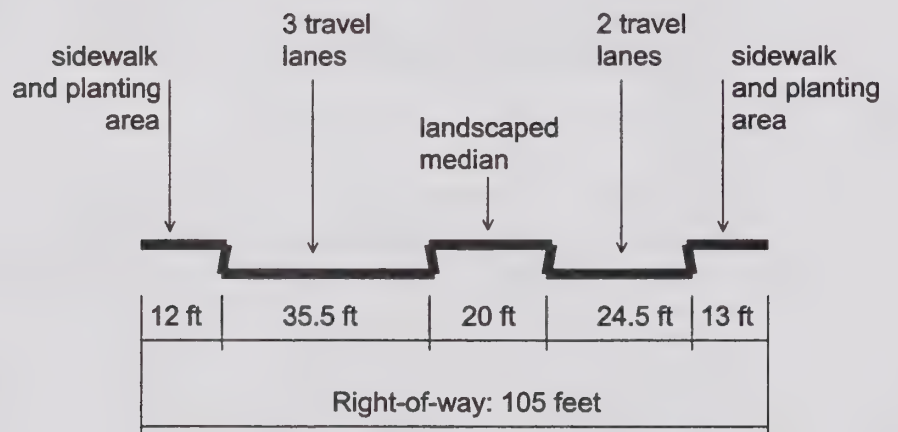
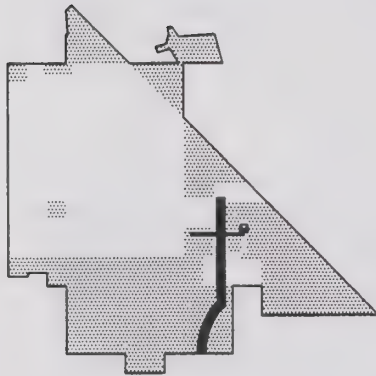


Exhibit 4.3.2p (2) - Freedman Way Cross-Section s/o Fire Station and n/o Signalized Intersection

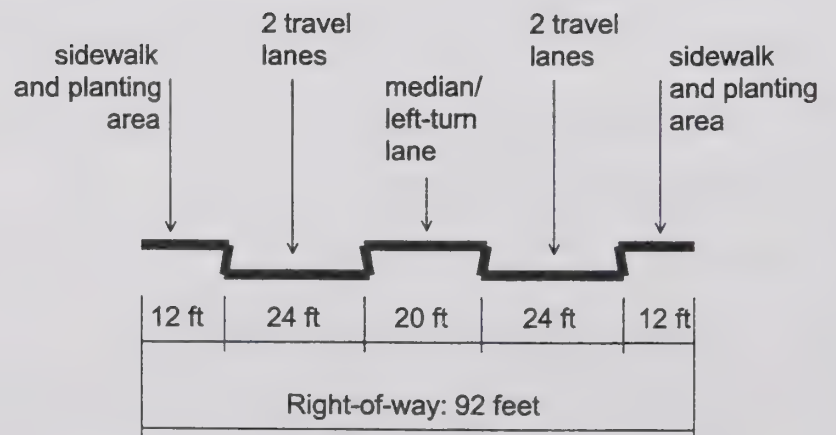
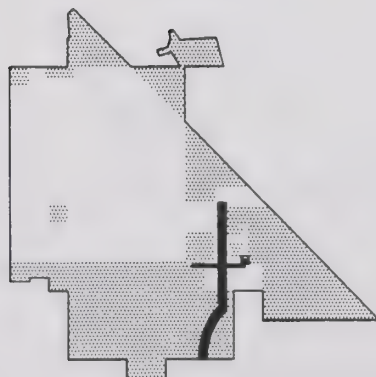


Exhibit 4.3.2p (3) - Freedman Way Cross-Section s/o Signalized Intersection

Section 5.7.4 Service and Loading Areas

Subsection 5.7.4.1 Applicability (page 5-91):

"The guidelines and standards in Section 5.7.4 apply to the Hotel District, Parking District, District A and the C-R **and Pointe*Anaheim** Overlays. They do not apply to the Theme Park District (except for the C-R Overlay) and the Future Expansion District because Section 5.7.3 contains guidelines and standards intended to apply to the comparable areas located within those Districts."

Subsection 5.7.4.2 Guidelines and Standards:

Last bullet, page 5-91

"Screen refuse collection areas from public view with a solid wall (minimum six feet, maximum twelve feet high except for District A and the C-R **and Pointe*Anaheim** Overlays where the maximum height is eight feet) using materials and colors compatible with those of the adjacent buildings (Code Section 18.78.050)."

Second bullet, second item, page 5-92

"Screen all storage areas with solid walls (minimum six feet, maximum twelve feet high except for District A and the C-R **and Pointe*Anaheim** Overlays where the maximum height is eight feet."

Section 5.7.5 Exterior Lighting

Subsection 5.7.5.1 Applicability (page 5-92):

"The guidelines in Section 5.7.5 apply to the Hotel District, Parking District, District A and the C-R **and Pointe*Anaheim** Overlays."

Section 5.7.6 Surface Parking Areas

Subsection 5.7.6.1 Applicability (page 5-93):

"The guidelines and standards in Section 5.7.6 will apply to District A and the C-R **and Pointe*Anaheim** Overlays, and to surface parking areas associated with hotels located within the Hotel District and the Theme Park District. They will not apply to parking facilities intended for theme park and entertainment center parking in the Theme Park, Hotel, and Future Expansion Districts because of the specialized nature of the surface parking that may be provided in those areas. They will apply to the Future Expansion District only if it is developed with C-R Overlay uses. (Also see Section 5.7.8, which contains parking layout guidelines for the public parking facilities and other specialized facilities intended for the theme park employees and visitors).

Section 5.7.7 Parking Structure Appearance

Subsection 5.7.7.1 Applicability (page 5-96):

"The guidelines in Section 5.7.7 apply to all Districts **and the C-R and Pointe*Anaheim Overlays.**"

Section 5.7.9 Building Appearance

Subsection 5.7.9.1 Applicability (page 5-105):

"The guidelines and standards in Section 5.7.9 apply only to buildings that are not parking facilities in the Hotel District, District A and the C-R Overlay. The guidelines and standards do not apply to parking facilities as there are guidelines in Sections 5.7.7 and 5.7.8. They do not apply to the Theme Park District or the Future Expansion District, if developed as a theme park, because the buildings in these Districts are uniquely designed to house theme attractions, back-of-house industrial functions, and other uses that do not readily adopt to the kinds of design guidelines and standards that are needed to create a destination resort atmosphere."

The guidelines and standards in Section 5.7.9 also apply to the Pointe*Anaheim Overlay with the exception that the guideline "avoid creating building masses which are perceived as objects" would not apply to any Architectural Device as defined in Section 18.78.030 that is approved per a Conditional Use Permit pursuant to section 18.78.105.0506."

Section 5.7.10 Signs

Subsection 5.7.10.2 Applicability (page 5-109):

"The guidelines and standards in Section 5.7.10 apply to all Districts **and the C-R and Pointe*Anaheim Overlays**. However, in the Theme Park, Hotel and Future Expansion Districts, if developed as a theme park or retail entertainment center uses, the guidelines and standards shall only apply to signs adjacent to perimeter streets and within the Setback Realm, excluding West Street/Disneyland Drive."

For the Pointe*Anaheim Overlay, the guidelines and standards shall only apply to signs on exterior building walls oriented towards and visible from Katella Avenue, Harbor Boulevard, Disney Way and Freedman Way. Icon/themed signage associated with nationally-recognized corporate identities which is approved per a Conditional Use Permit pursuant to Section 18.78.130.060.062(e), shall not be subject to these guidelines and standards. In addition, these guidelines and standards shall not apply to signage which is oriented towards the interior of the development (this includes signage which may be visible from the public right-of-way but is not directed towards the public right-of-way).

Section 5.7.11 Landscape

Subsection 5.7.11.1 Applicability (page 5-117):

"The guidelines and standards in Section 5.7.11 apply only to the Hotel District, District A and the C-R **and Pointe*Anaheim Overlays**..."

Subsection 5.7.11.6 Landscape Wall and Fence Guidelines and Standards (page 5-120) (7th bullet):

"Ensure that walls intended to screen storage or refuse areas, outdoor mechanical equipment, or to provide separation between different uses at a property line be of masonry construction and not be less than six, nor more than twelve feet in height, provided that in the C-R **and Pointe*Anaheim Overlays** and in District A, the maximum wall height is eight feet (Code Section 18.78.050).

Section 5.8.2 Half-Street Reference Plan and Cross Sections

Amend Exhibit 5.8.2a - Half-Street Cross Section Key as follows (page 5-136):

Add the following half-street cross section ID numbers: **3c, 3d, 17c, 17d, and 27a**

Add the following exhibits to to follow Exhibit 5.8.2a, in the appropriate order:

Exhibit 5.8.2.e(1) - Katella Avenue: Setback Adjacent to Pointe*Anaheim Overlay (interim condition)

Exhibit 5.8.2.e(2) - Katella Avenue: Setback Adjacent to Pointe*Anaheim Overlay (ultimate condition)

Exhibit 5.8.2.z(1) - Harbor Boulevard: Setback Adjacent to Pointe*Anaheim Overlay

Exhibit 5.8.2.z(2) - Disney Way: Setback Adjacent to Pointe*Anaheim Overlay

Exhibit 5.8.2ak(1) - Freedman Way: Setback Adjacent to Pointe Anaheim Overlay

Section 5.8.3 District Concept Plans

Add the following exhibits to follow page 5-182:

Exhibit 5.8.3.f.1 - Pointe*Anaheim Ground Level Concept Plan

Exhibit 5.8.3.f.2 - Pointe*Anaheim Level 1 Concept Plan

Exhibit 5.8.3.f.3 - Pointe*Anaheim Level 2 Concept Plan

Exhibit 5.8.3.f.4 - Pointe*Anaheim Roof Concept Plan

Amend Exhibit 5.8.3f - Wall/Fencing Plan as follows (page 5-183):

Change the exhibit number to ***"Exhibit 5.8.3.g - Wall/Fencing Plan"***

Add a note to the exhibit as follows: ***"For the Pointe*Anaheim Overlay, with the exception of a required 8-foot high wall adjacent to the interior property line abutting the Anaheim Resort Specific Plan No. 92-1 eastern boundary (this is also the boundary between the Anaheim Resort Specific Plan area and the Parking District), no additional walls are required."***

SECTION 7.0: ZONING AND DEVELOPMENT STANDARDS

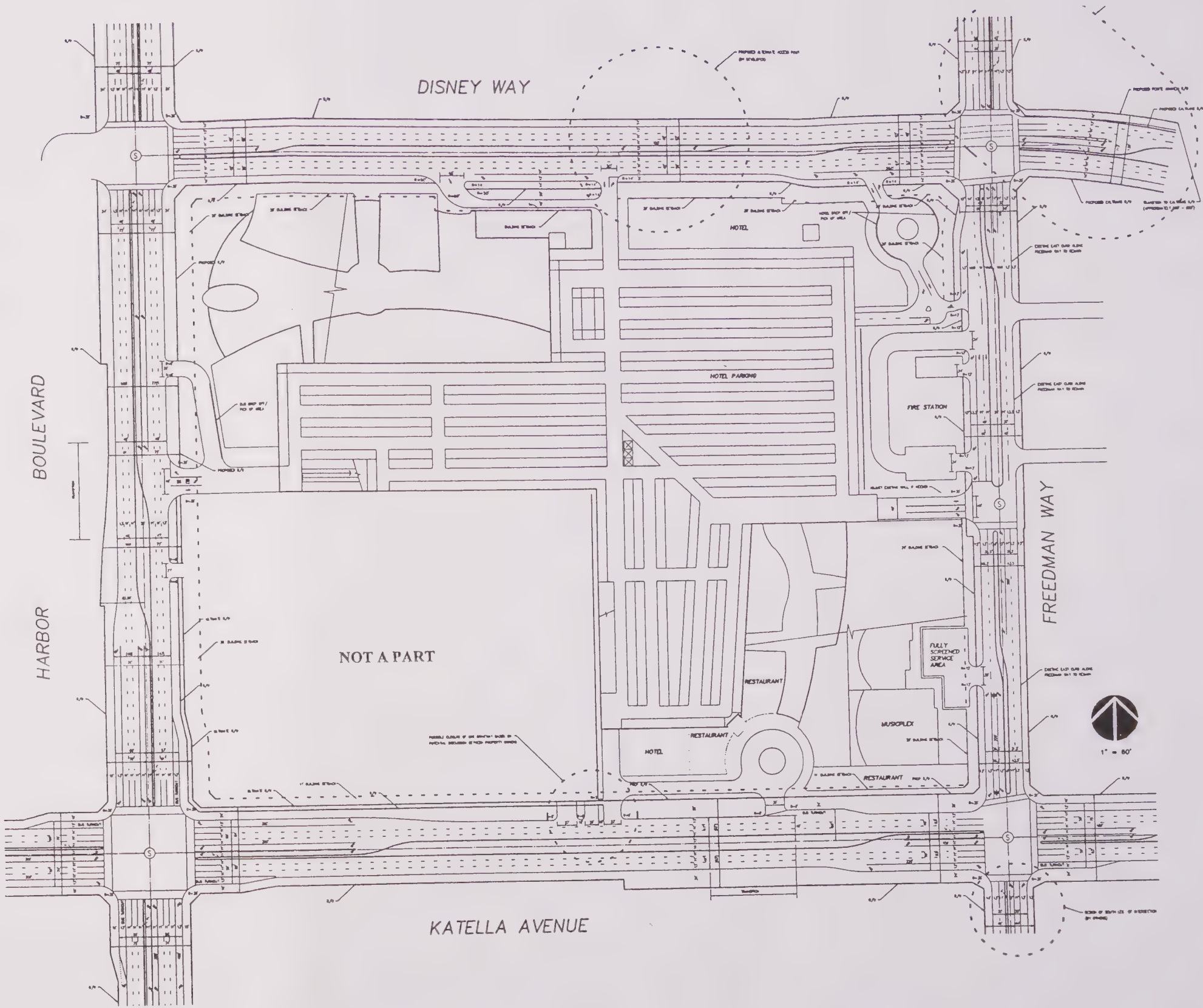
List of Sections (page 7-1):

Add ***"18.78.105 POINTE*ANAHEIM OVERLAY."***

Amend Subsection .020 of Section 18.78.020 (General Provisions) as follows (page 7-2):

".020 Disneyland Resort Design Plan. The site development standards set forth in Sections 18.78.050 through 18.78.110 of this Chapter have been adopted to operate in conjunction with the Design Plan for The Disneyland Resort Specific Plan identified in Section 5.0 of the Specific Plan document (hereinafter referred to in this Chapter as the "Design Plan") approved by the City Council on June 29, 1993, as amended on April 12, 1994 (Amendment No. 1); June 20, 1995 (Amendment No. 2); October 22, 1996 (Amendment No. 3); ***and, _____, 1999 (Amendment No. 4),*** as the same may be hereinafter amended in accordance with the Specific Plan amendment procedures set forth in Chapter 18.93 entitled "SPECIFIC PLANS" of the Anaheim Municipal Code. Said Disneyland Resort Design Plan is incorporated herein by this reference as if fully set forth in this Chapter. All development otherwise permitted by this Chapter shall comply with any applicable provisions of the Design Plan."

LAND USE	AREA (SQUARE FOOTAGE)	ROOMS/SEAT/CARS
HOTEL AND THEATER		
HOTEL	923,800	1,050 ROOMS
LIVE THEATER	85,000	4,600 SEATS
RETAIL/DINING/ENTERTAINMENT		
SPECIALTY RETAIL	335,000	N/A
RESTAURANTS	140,000	5,600 SEATS
ENTERTAINMENT	90,000	7,200 SEATS
SUB-TOTAL R/D/E	565,000	N/A
PARKING		
PARKING STRUCTURE	1,492,000	4,428 CARS/25 BUSES
ROOF-TOP FAMILY CENTER	141,200	N/A



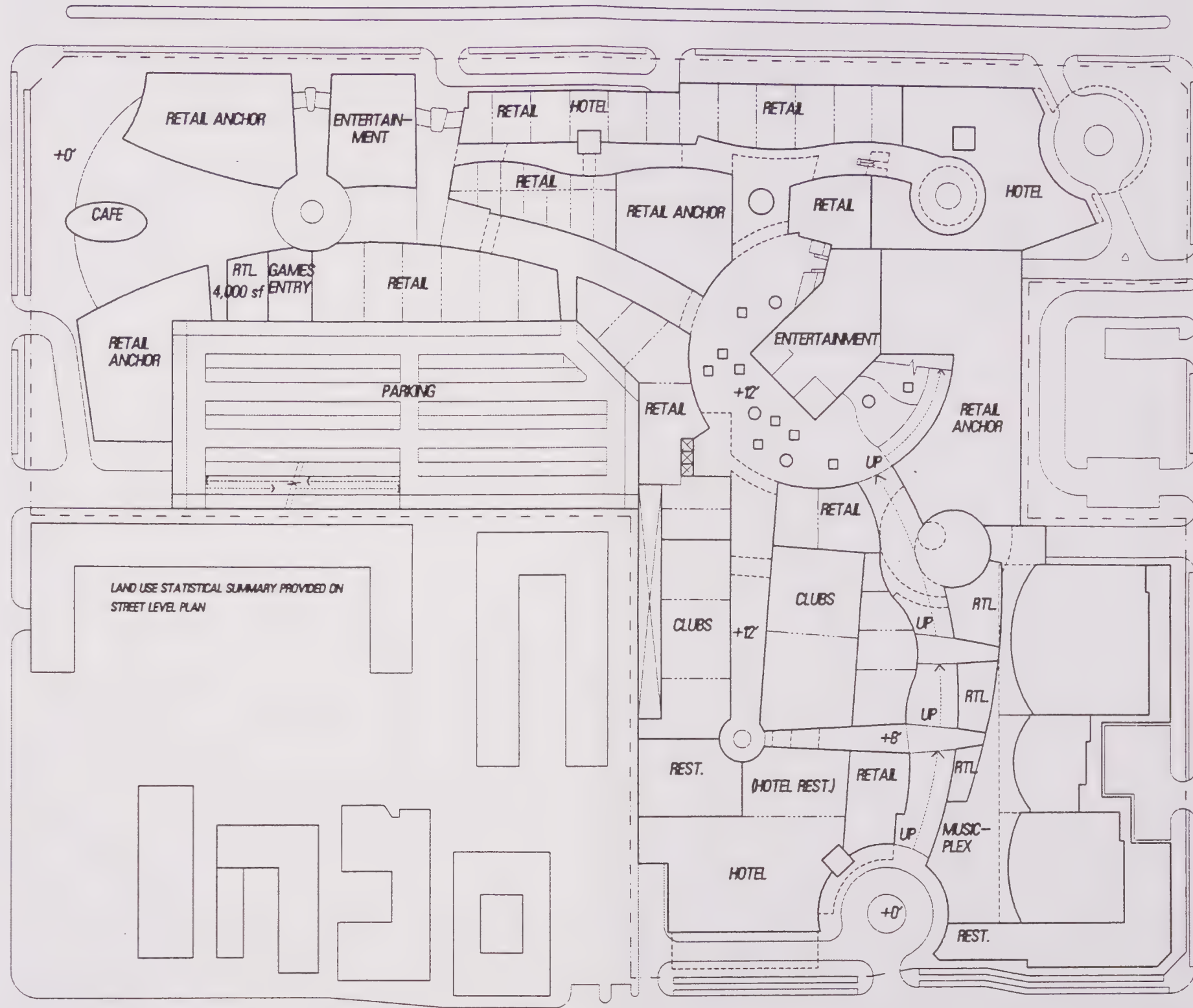
SOURCE: The Jerde Partnership, Inc., June 1998.

Ground Level Site Plan

Pointe Anaheim

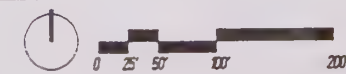
Exhibit 5.8.3.f.1

Borterra CONSULTING



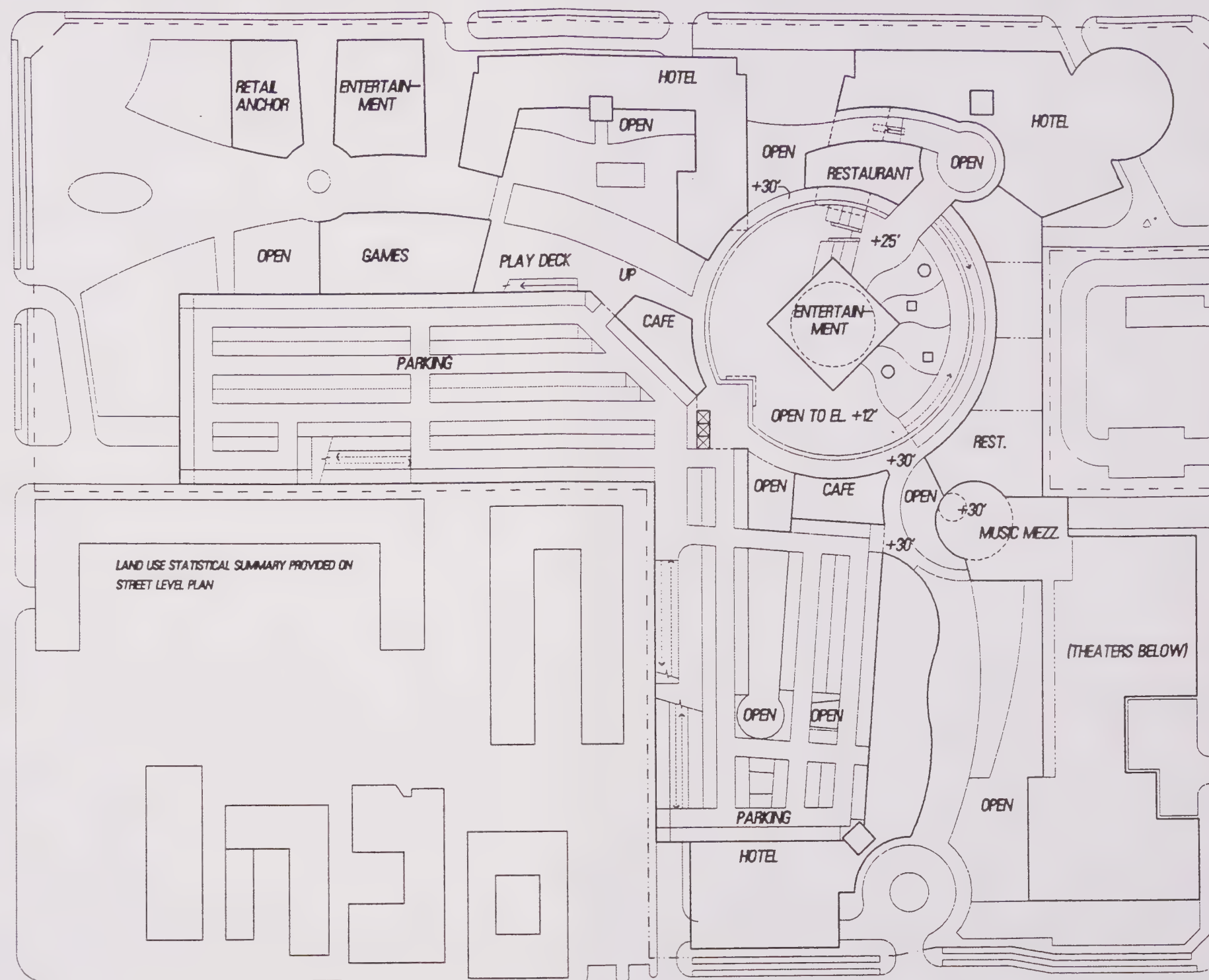
Note: Plan not to engineering scale. Conceptual depiction of layout only.
Refer to Exhibit 3-1 for Setback and Right-of-way.

SOURCE: The Jerde Partnership, Inc., June 1998.



Level 1 Site Plan

Exhibit 5.8.3.f.2



Note: Plan not to engineering scale. Conceptual depiction of layout only
Refer to Exhibit 3-1 for Setback and Right-of-way.

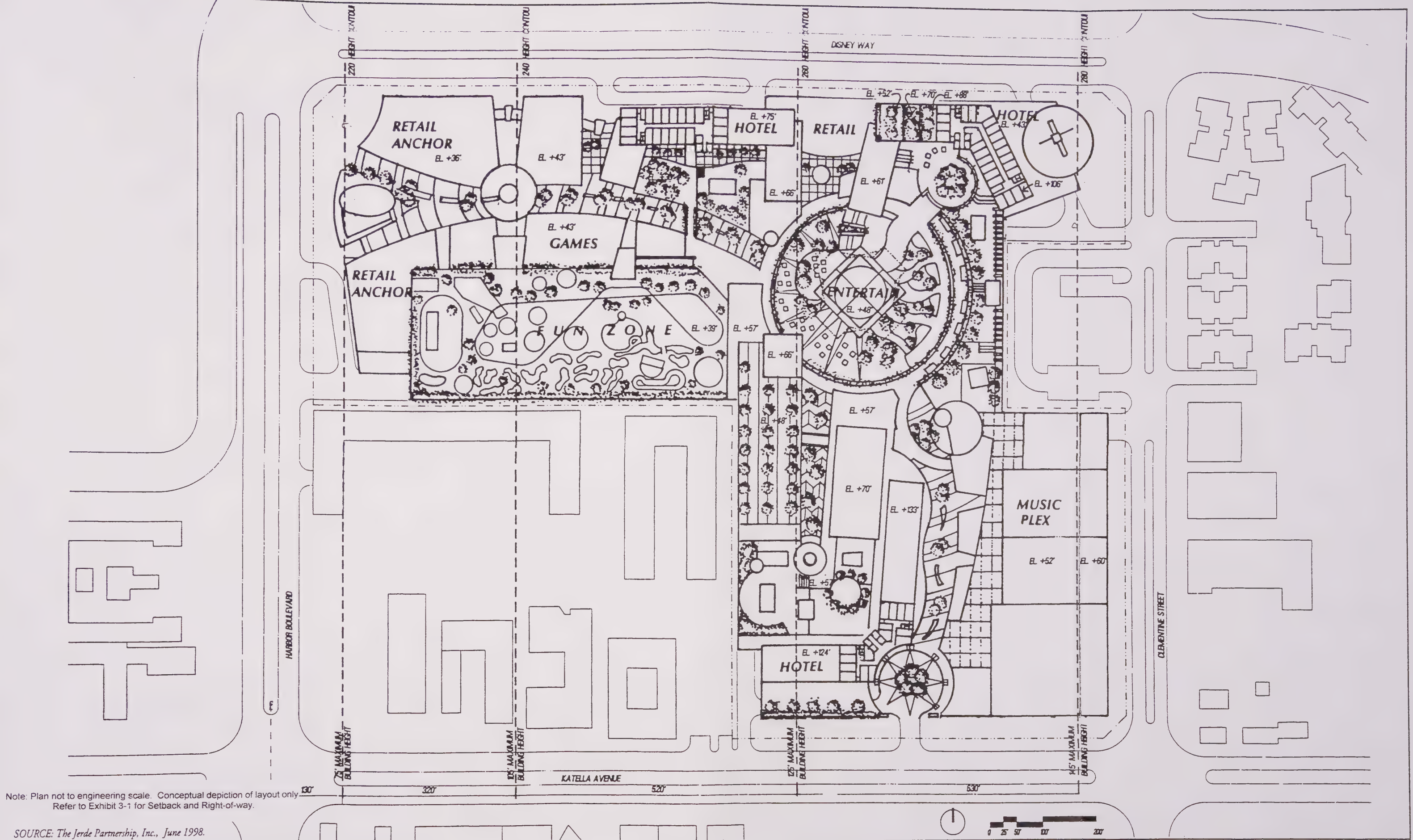
SOURCE: The Jerde Partnership, Inc., June 1998.

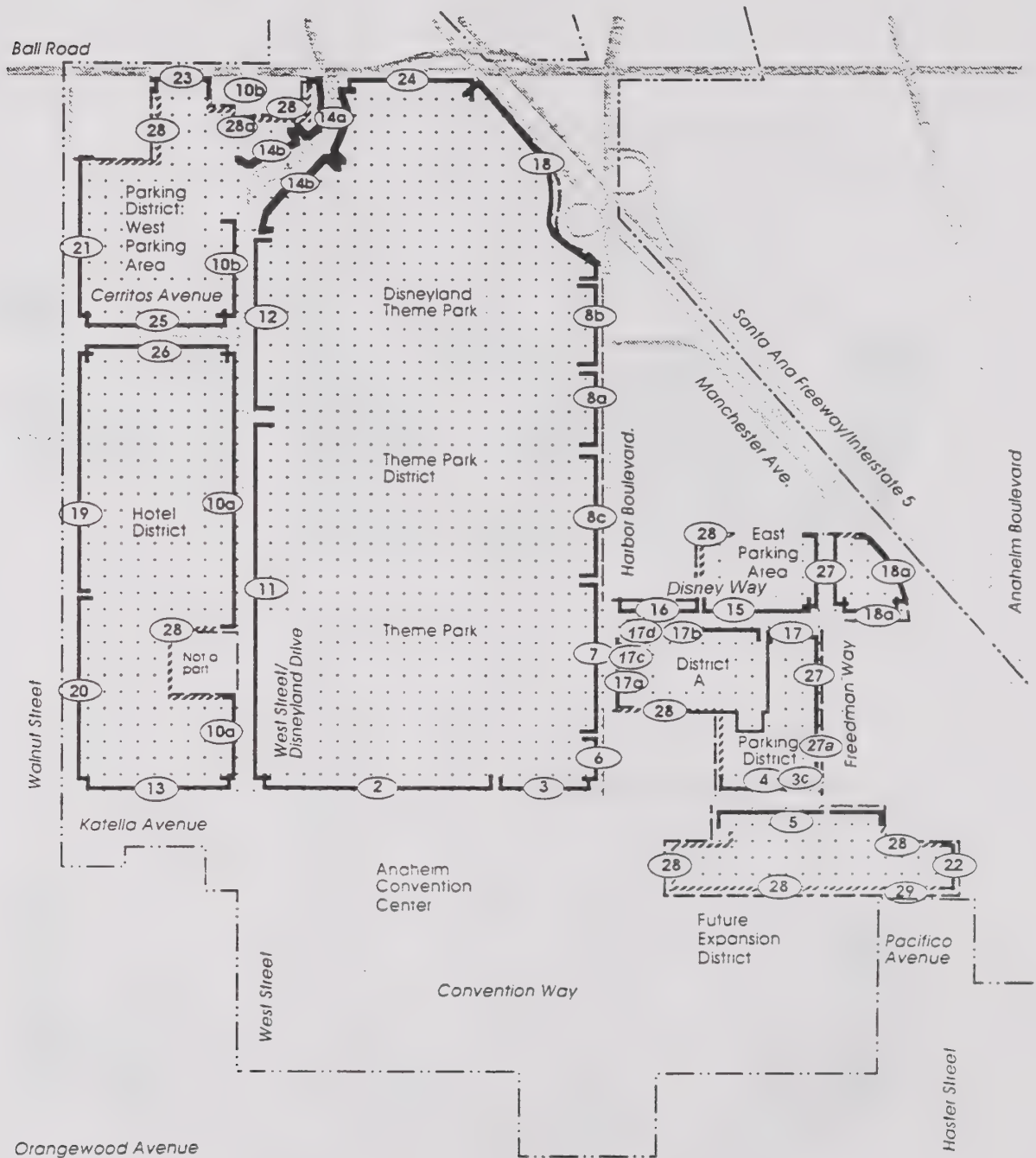
Level 2 Site Plan

Exhibit 5.8.3.f.3

Bonterra CONSULTING

Pointe*Anaheim





The Disneyland Resort Specific Plan
Anaheim, California

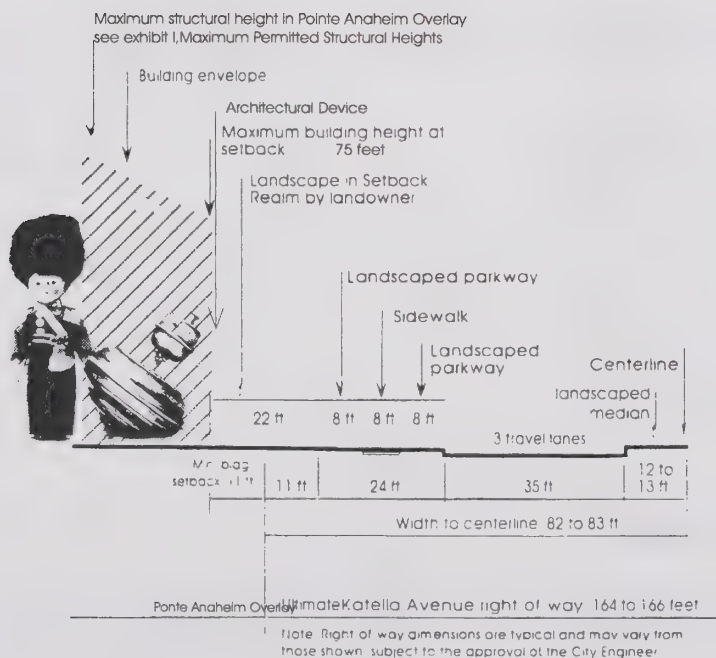
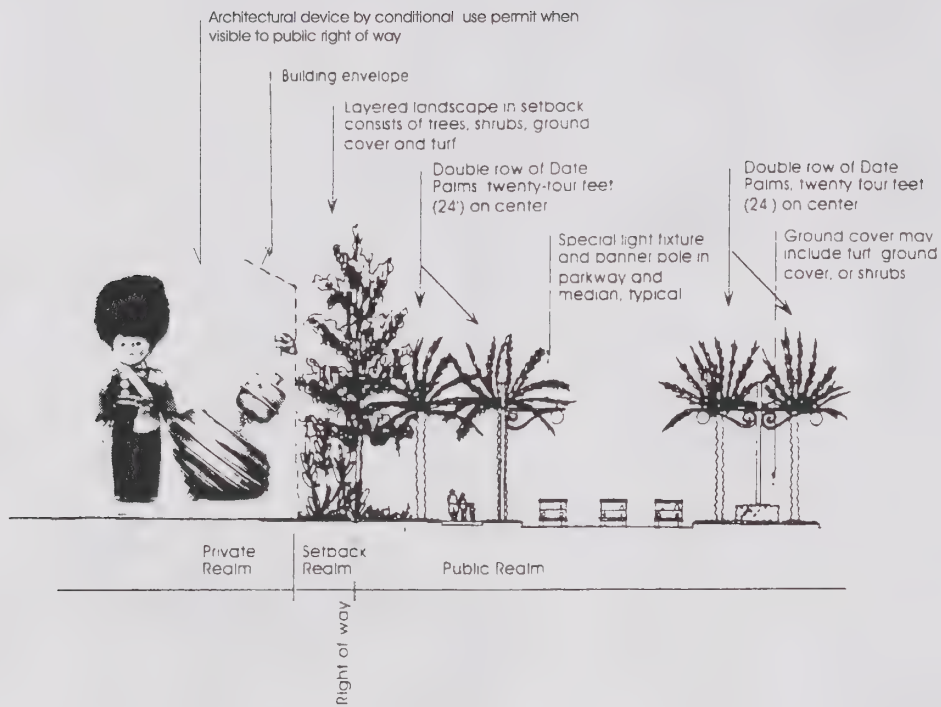
Half-Street Cross Section Key



Legend

- Anaheim Resort Boundary
- Disneyland Resort Specific Plan Boundary
- Designated for Future Extension in Existing General Plan Circulation Element
- Area Cross Section applies; ID number
- Setbacks adjacent to other private property

Exhibit 5.8.2a—Half-Street Cross Section Reference Plan



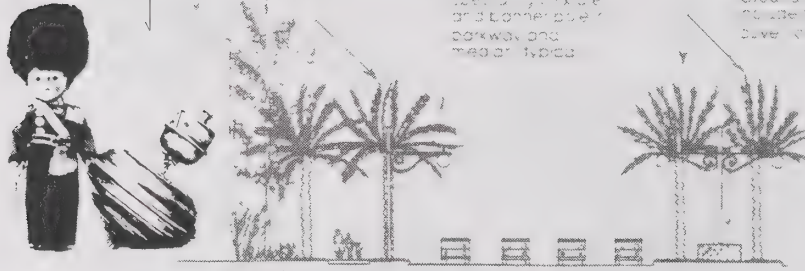
3c Katella Avenue: Setback Adjacent to Pointe Anaheim Overlay (interim condition)

Exhibit 5.8.2e (1) - Half Street Cross Section 3c Katella Avenue

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1986 ONLY

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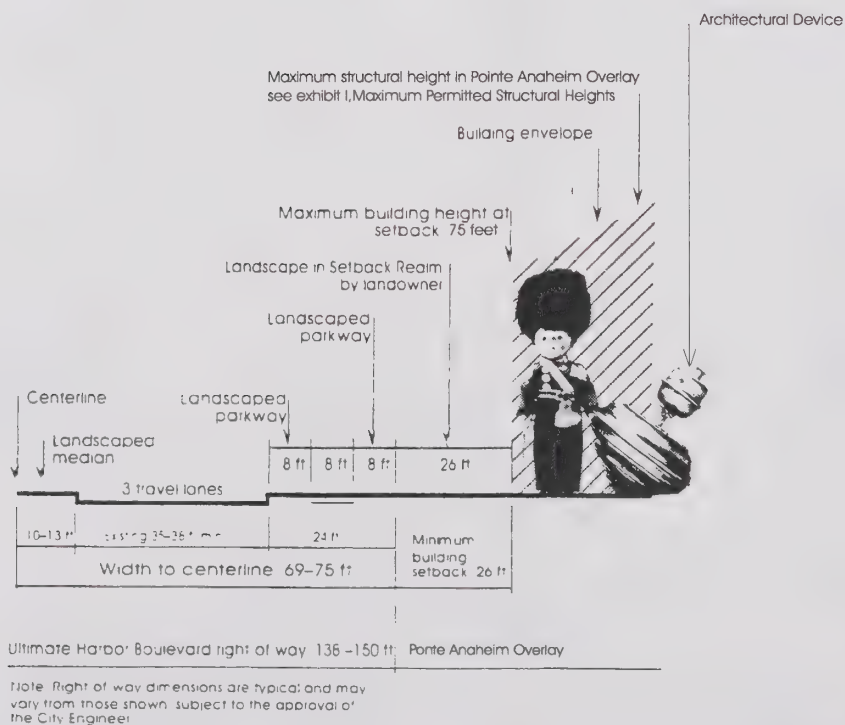
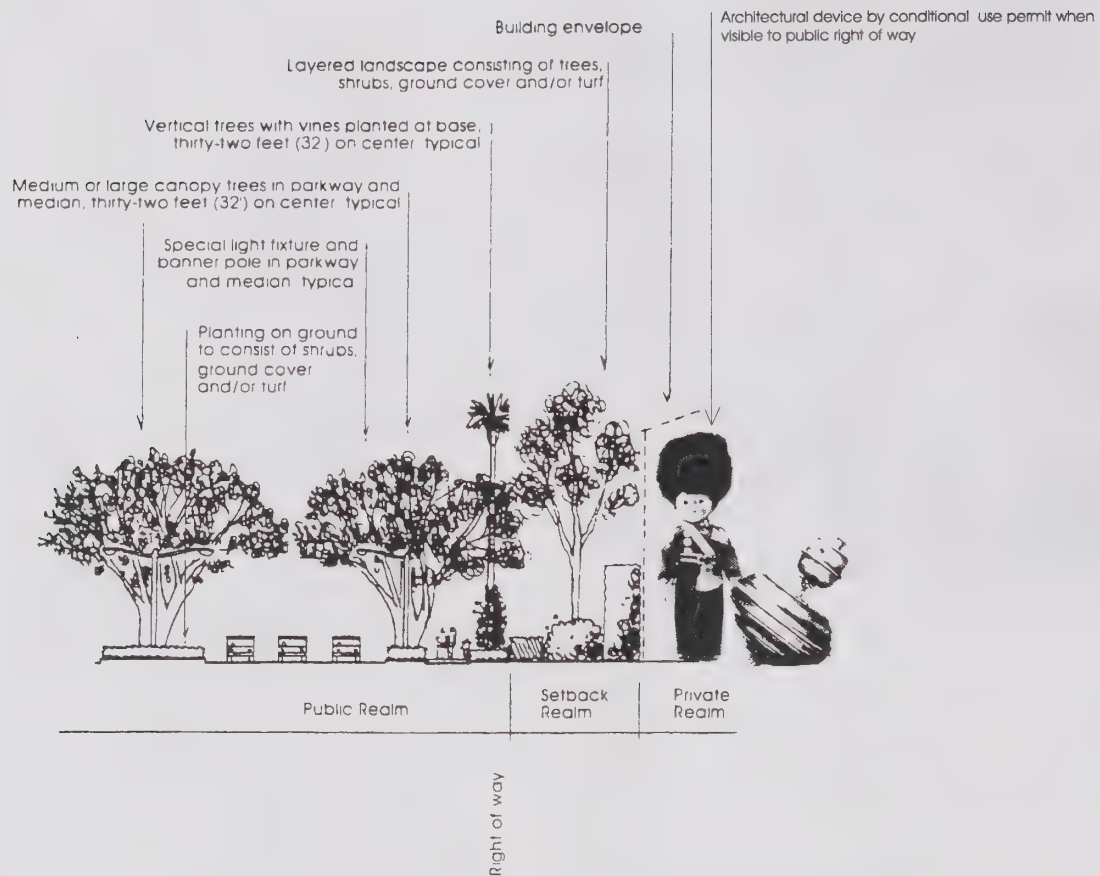
Add'n to series 82 to 83.

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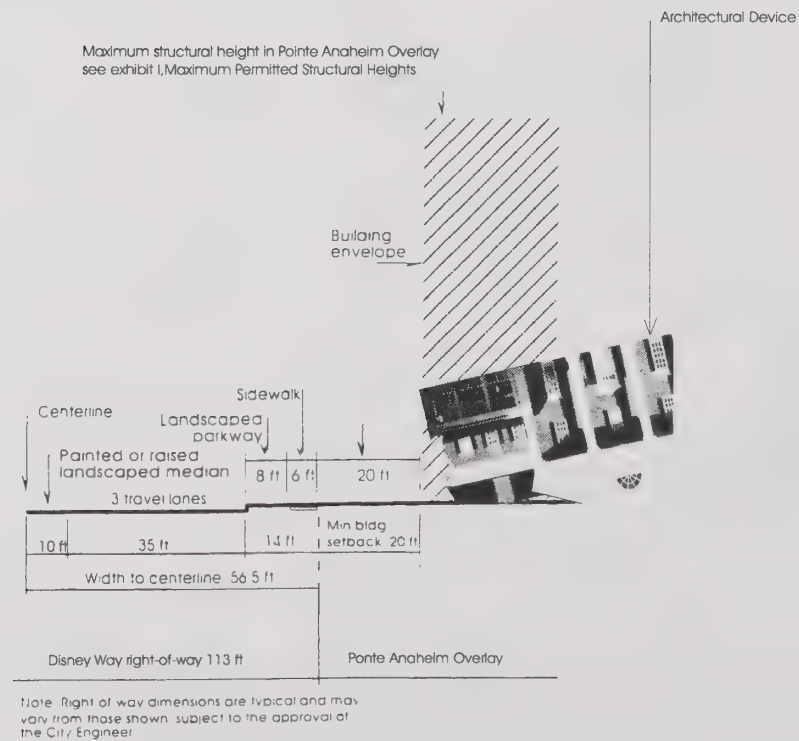
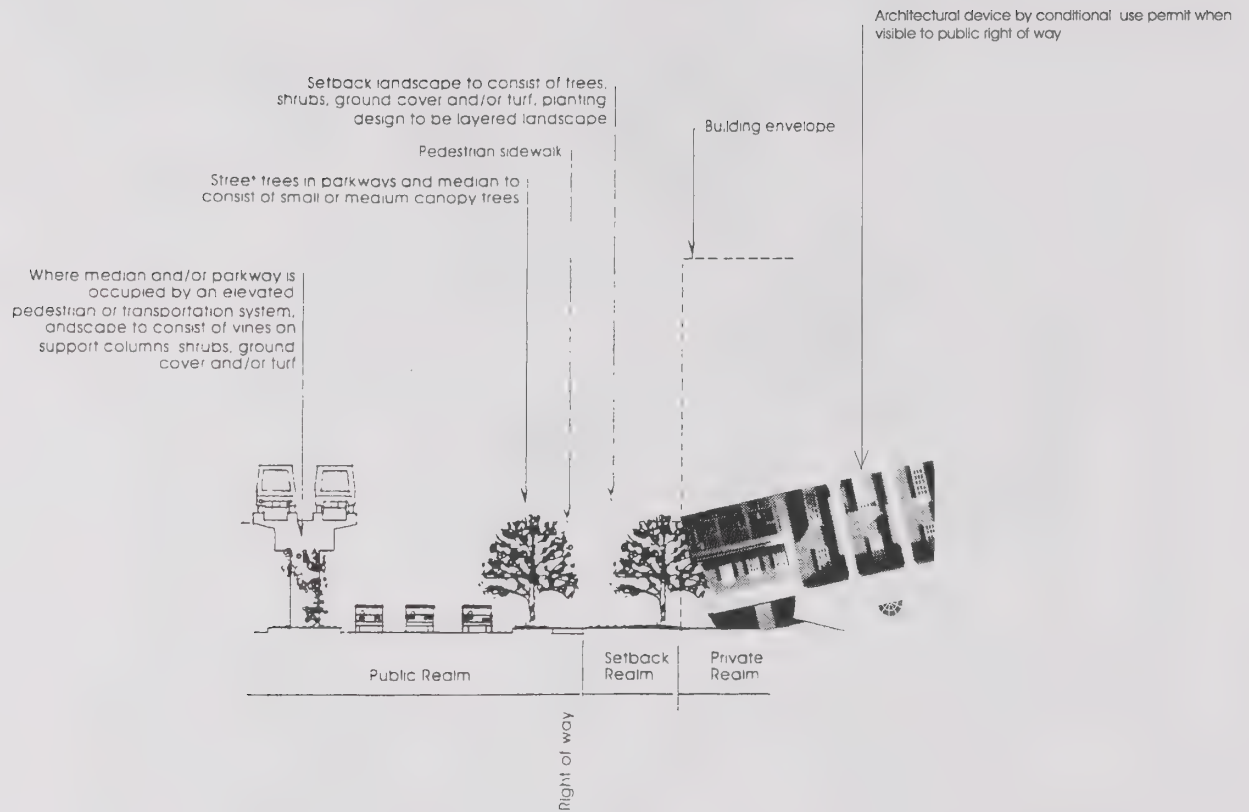
Image 102: 4x7. 3" x 4.5" 16. 22"

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Exhibit 5.8.2e (2) - Half Street Cross Section 3d Katella Way

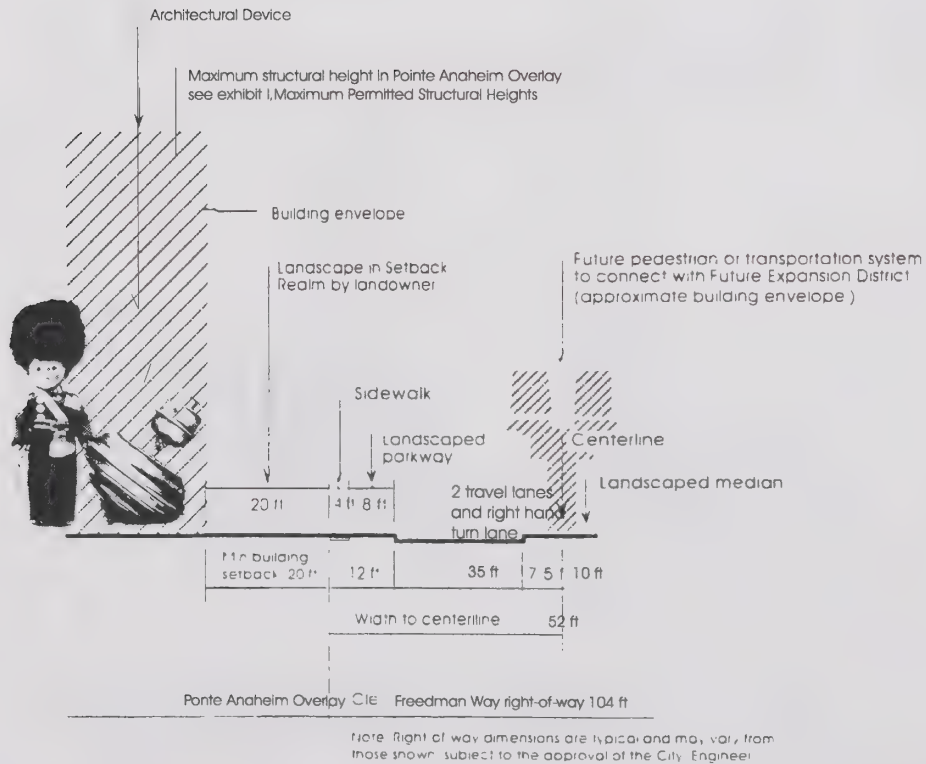
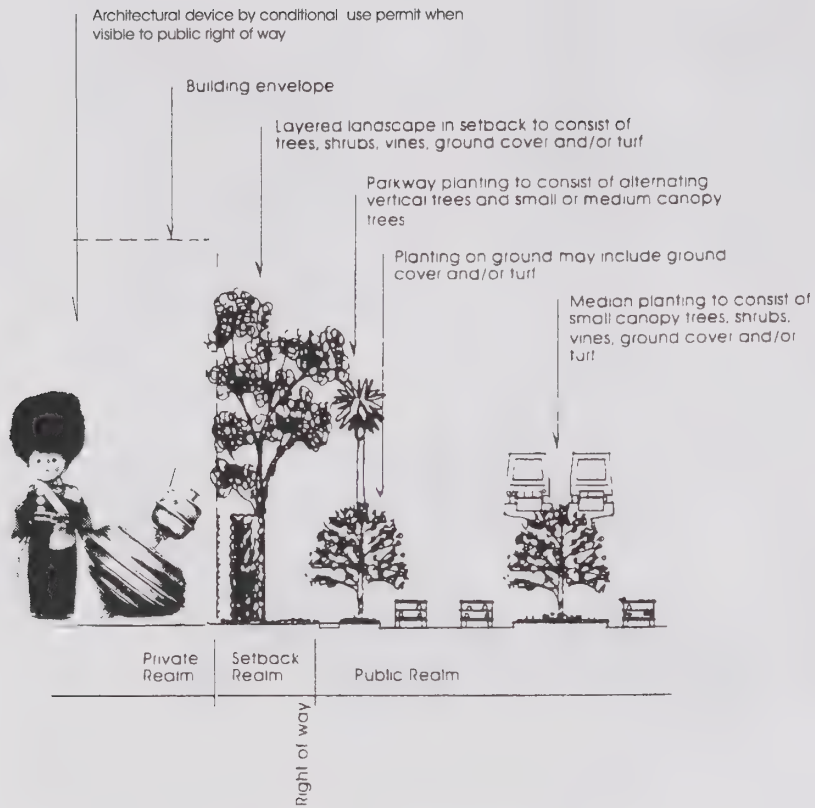


17c Harbor Boulevard: Setback Adjacent to Pointe Anaheim Overlay

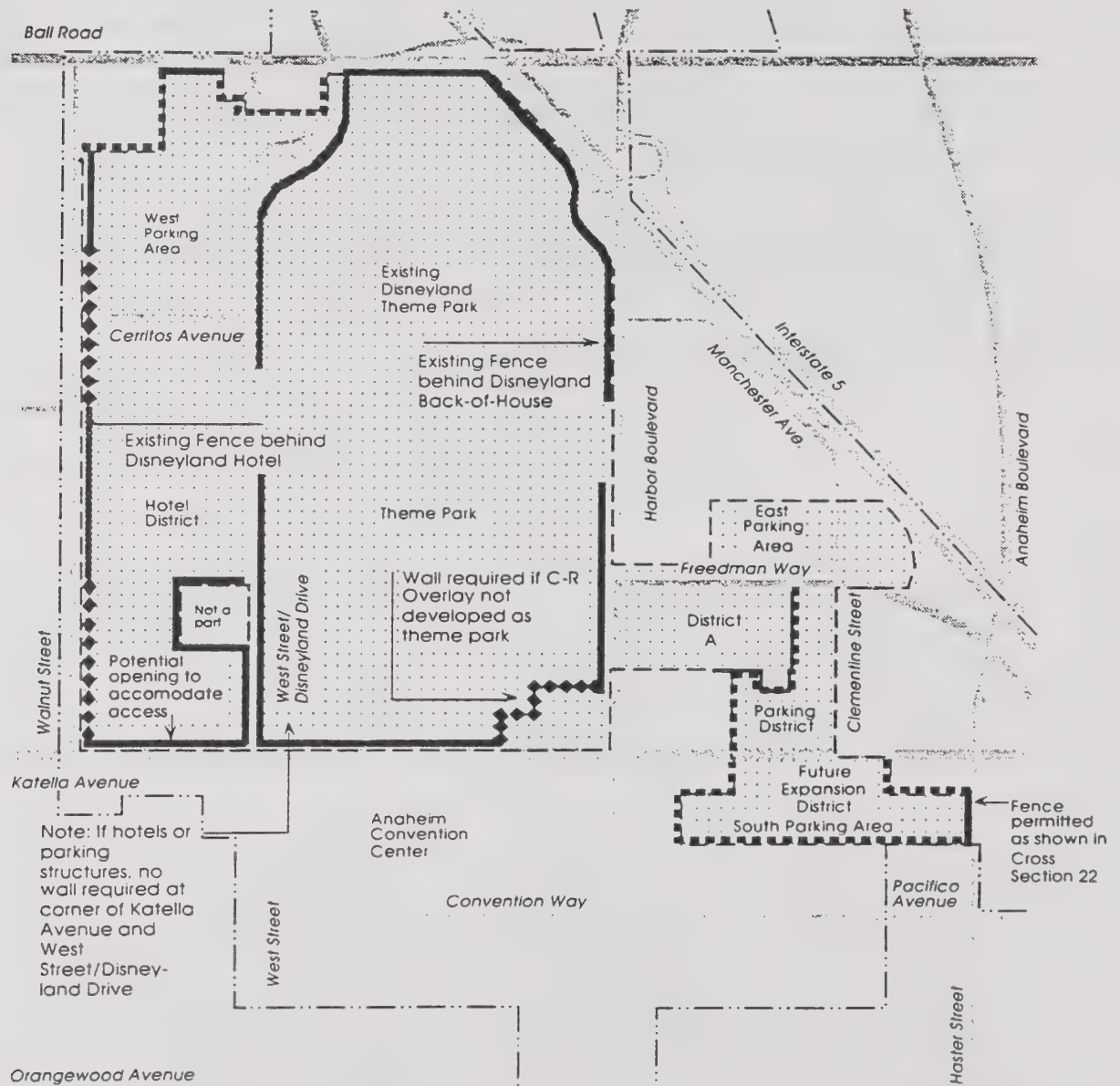


17d Disney Way: Setback Adjacent to Pointe Anaheim Overlay

Exhibit 5.8.2z (2) - Half Street Cross Section 17d Disney Way



27a Freedman Way: Setback Adjacent to Pointe Anaheim Overlay



The Disneyland Resort Specific Plan
Anaheim, California

Wall/Fencing Plan



Note: Fences and/or walls may be located elsewhere within the Specific Plan area subject to the regulations of the Anaheim Municipal Code Chapter 18.78

Fences and/or walls may be located at a 0 foot setback to the interior property lines; however, adjacent to the public streets, they shall be located at the minimum setback line unless otherwise permitted by the Anaheim Municipal Code Chapter 18.78

*For the Pointe*Anaheim Overlay, with the exception of a required 8-foot high wall adjacent to the interior property line abutting the Anaheim Resort Specific Plan No. 92-1 eastern boundary between the Anaheim Resort Specific Plan area and the Parking District, no additional walls are required.*

Legend

-  Anaheim Resort Boundary
-  Disneyland Resort Specific Plan Boundary
-  Designated for Future Extension in Existing General Plan Circulation Element
-  Fence/wall permitted with maximum height of 16 feet subject to Anaheim Municipal Code Chapter 18.78
-  Wall required; minimum height of 8 feet
-  Sound attenuation wall permitted at surface parking areas with minimum height of 12 feet and maximum height of 16 feet, subject to Anaheim Municipal Code Chapter 18.78
-  Fence/wall permitted; minimum height of 8 feet behind setback and along interior property lines subject to Anaheim Municipal Code Chapter 18.78

Add the following to Section 18.78.030 Definitions (page 7-4);

“.01025 Architectural Device. A building, structure, sculpture, or other architectural element of, or having the nature of, an icon, which is a known, nationally-recognized image or object, including, but not limited to, trademarked objects, logos, or other images and figures associated with nationally-recognized corporate identities.”

Amend Subsection .020 of Section 18.78.040 (Methods and Procedures for Specific Plan Implementation) as follows (page 7-7):

“.020 Final Site Plan Approval. Final Site Plans (as described in this Section and hereinafter collectively referred to as the "Final Site Plans") shall be processed in the following ways:

.0201 Process for Approval

- (a) Planning Commission Report and Recommendation Item. Final Site Plans for the following types of plans shall be subject to the review and approval by the Planning Commission at a public meeting as a Report and Recommendation:
 - (1) All development in the Hotel District with the exception of development subject to the standards and requirements set forth in Section 18.78.100 entitled "C-R Overlay" of this Chapter.
 - (2) Streetscape and landscape within the Theme Park District, Parking District and Future Expansion District Setback Realms, as described in the Design Plan.
 - (3) Minor boundary and acreage variations not exceeding ten percent (10%) of the larger parcel.
 - (4) Final layout of the parking facility in the East Parking Area.
 - (5) ***Final detailed layout of the Pointe*Anaheim Overlay Lifestyle Retail and Entertainment Complex designed in accordance with the Conceptual Site Plans shown in Exhibits 5.8.3f.1, 5.8.3f.2, 5.8.3f.3 and 5.8.3f.4 of the Specific Plan document and an approved Conditional Use Permit (approved in compliance with the Pointe*Anaheim Overlay requirements). Further provided that the Final Site Plan shall be in accordance with the requirements set forth in Section 18.78.105 entitled, "POINTE*ANAHEIM OVERLAY" of this Chapter; encompass the entirety of the Pointe Anaheim Overlay; and, provide for the development of one comprehensive project to be constructed in one phase.***

If the Final Site Plan is found to be in substantial conformance with the Specific Plan and the provisions of this Chapter, the Planning Commission shall approve the Final Site Plan. The Planning Commission's decision shall be final unless appealed to the City Council within ten (10) days from the date of such decision. Plans submitted for issuance of building permits shall be in substantial conformance with the approved Final Site Plan.

Revise the first paragraph of Section 18.78.050 as follows (page 7-9):

**"18.78.050 LAND USE AND SITE DEVELOPMENT
STANDARDS - GENERAL**

Set forth below are the standards for the development of The Disneyland Resort Specific Plan Districts excepting that Subsections 18.78.050.010 entitled "GENERAL" through 18.78.050.050 entitled "PROHIBITED USES" and Section 18.78.050.0705 entitled "LOT TIES" of this Chapter, shall not apply to projects in District A or developed under the C-R **and Pointe*Anaheim** Overlays requirements. The C-R Overlay standards for those uses are set forth in Section 18.78.100 entitled "C-R OVERLAY" of this Chapter. The District A standards for those uses are set forth in Section 18.78.095 entitled "DISTRICT A" of this Chapter. ***The Pointe*Anaheim standards for those uses are set forth in Section 18.78.105 entitled "POINTE*ANAHEIM OVERLAY" of this Chapter.*** The Districts and corresponding Development Areas herein are those identified on the Development Plan Map (Exhibit 3.3b entitled "Development Plan" of the Specific Plan document)."

Add Section 18.78.105 Pointe*Anaheim Overlay (page 7-25):

"18.78.105 POINTE*ANAHEIM OVERLAY

.010 Purpose. The Pointe*Anaheim Overlay has been established to provide for the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex pursuant to the uses set forth in Chapter 18.48 entitled "ANAHEIM RESORT SPECIFIC PLAN NO. 92-2 ZONE" of the Anaheim Municipal Code, if the properties are not developed in accordance with The Disneyland Resort Specific Plan Parking District (East Parking Area) requirements or the District A or C-R Overlay requirements.

.020 Permitted Primary Uses and Structures. With the exception of agricultural uses, all primary uses and structures permitted in Chapter 18.48.070.020 entitled "PERMITTED PRIMARY USES AND STRUCTURES" of the Anaheim Municipal Code, but subject to the limitations prescribed in Section 18.78.050 entitled "LAND USE AND SITE DEVELOPMENT STANDARDS - GENERAL," Section 18.78.105.060 entitled "POINTE*ANAHEIM DENSITY" of this Chapter, Section 18.48.070.010 entitled "PERMITTED USES AND STRUCTURES - GENERAL," and Section 18.48.070.060 entitled "PROHIBITED USES" of the Anaheim Municipal Code.

.030 Permitted Accessory Uses and Structures. All accessory uses and structures permitted in Section 18.48.070.030 entitled "PERMITTED ACCESSORY USES AND STRUCTURES" of the Anaheim Municipal Code.

.040 Permitted Temporary Uses and Structures. All temporary uses and structures permitted in Section 18.48.070.040 entitled "PERMITTED TEMPORARY USES AND STRUCTURES" of the Anaheim Municipal Code.

.050 Conditional Uses. All conditional uses and structures listed in Section 18.48.070.040 entitled "CONDITIONAL USES AND STRUCTURES" of the Anaheim Municipal Code which implement the list of uses described in Section 18.78.105.060 entitled "POINTE*ANAHEIM DENSITY" of the Anaheim Municipal Code as further described below:

.0501 Specialty Retail/Entertainment Center with integrated management and a festive theme orientation and plaza/pedestrian-oriented amenities with the following types of proposed uses: art galleries and museums; banking facilities; children's, men's and women's apparel, shoes, jewelry and accessories; entertainment facilities (amusement arcades, skating rinks, outdoor recreational playground areas, etc.); restaurants (fast food/food court-type, semi-enclosed, walk-up/specialty and enclosed full service and theme-type restaurants with on-site sale and consumption of beer, wine and alcoholic beverages and associated entertainment uses (billiards, dancing, live and recorded performances, etc.); shopping services; speciality merchandise, gifts and toys; transportation/travel services including an automobile rental agency office; radio and television studio to enable live and/or taped broadcast facilities at the site; themed architectural elements and, babysitting services.

.0502 Outdoor events/uses held within the confines of Pointe*Anaheim, out of view of the public right-of-way and not directed towards the public right-of-way including open-air festival events oriented towards tourists and guests (public gathering, speech, concert, presentation, or show); outdoor booths, kiosks and stands; and, outdoor special lighting effects.

.0503 Theaters, including dinner, legitimate or motion picture theaters, performance theaters or clubs, and indoor amphitheaters. At present, three multi-venue live performance theaters are proposed with a total of 4,600 seats; however, in the event that the live performance theater is not constructed, then a 4,757 seat, 24-screen multiplex movie theater will be substituted in its place. Additionally, an approximate 30,000-square foot dinner theater is also proposed.

.0504 Family Entertainment Center use to be located on top of the parking structure, which potentially could include a miniature golf course and/or skating rink, or it could accommodate hotel guest services, such as tennis courts and gardens. The precise components are not yet known. A CUP is required with additional environmental documentation, if deemed necessary.

.0505 Parking/transportation facilities for automobiles, buses, shuttles and taxis.

.060 Pointe*Anaheim Density. The maximum density for the Pointe*Anaheim Overlay shall be as follows: 565,000 gross square feet of restaurants/dining/entertainment uses; two to three hotels comprising a maximum of 1,050 hotel rooms/suites with a maximum of 86,985 square feet of related accessory retail uses; a multi-plex theater including either 4,600 seats for live performances or a 24-screen movie theater with approximately 4,757 seats; transportation facilities; a parking structure of 1,492,000 gross square feet to accommodate 4,428 automobile parking spaces and 25 bus parking spaces; a 141,200-square foot family entertainment center on the top of the parking structure; and a bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim Overlay density is set forth in more detail in Exhibit 3.3.6b of The Disneyland Resort Specific Plan document entitled "Pointe*Anaheim Overlay Development Program."

.070 Maximum Permitted Heights. The maximum permitted height of structures shall be as indicated on Exhibit 1 of the Specific Plan document entitled "Maximum Permitted Structural Height."

.080 Interior Structural Setback and Yard Requirements from Adjacent Interior Lots. A ten-foot minimum setback adjacent to interior lot lines abutting the Anaheim Resort Specific Plan No. 92-1 Zone boundary is required for structures developed under the provisions of Section 18.78.105 entitled "POINTE*ANAHEIM OVERLAY" of this Chapter.

.090 Setbacks from Abutting Public Rights-of-Way. The minimum setback requirements for structures developed under the provisions of this Section shall be as described for the base District the structure is located in with the following exceptions:

.0901 Clementine Street (formerly Freedman Way). Twenty (20) feet minimum, if the height of the structure is seventy-five feet or less in height or thirty (30) feet minimum, if the height of the structure is greater than seventy-five (75) feet with landscaping consistent with Design Plan Cross Section number 27.

.0902 Disney Way (formerly Freedman Way). Twenty (20) feet minimum, if the height of the structure is seventy-five feet or less in height or thirty (30) feet minimum, if the height of the structure is greater than seventy-five (75) feet with landscaping consistent with Design Plan Cross Section number 17b.

.0903 Katella Avenue. Eleven (11) feet minimum, with landscaping consistent with Design Plan Cross Section numbers 3a and 3b.

.0904 Harbor Boulevard. Twenty-six (26) feet, minimum, with landscaping consistent with Design Plan Cross Section number 17a."

Add the following to Section 18.78.105.100 as follows:

".100 Signage which is oriented towards the interior of the Pointe*Anaheim Lifestyle Retail and Entertainment Center (this includes signage which may be visible from the public right-of-way), is exempt from the signage requirements set forth in Exhibit 7.0a entitled "General Sign Standards Matrix" and Exhibit 7.0b entitled, "Hotel/Motel Sign Standards Matrix" in Section 18.78.130.0604, entitled "SIGN STANDARDS MATRICES," of this Chapter, provided the signage is part of a coordinated sign program."

Add the following conditional use permit provision to Section 18.78.105 Pointe*Anaheim Overlay:

".0506 Architectural devices as defined in Section 18.78.030.010.0125 entitled "DEFINITIONS".

Amend subsection .0104 of Section 18.78.110.010 (Off-Street Parking and Loading Requirements) as follows (page 7-27):

".0104 District A and C-R and Pointe*Anaheim Overlay Parking Requirements. The minimum number, type and design of off-street parking spaces for uses developed in District A or under the provisions of the C-R or Pointe*Anaheim Overlays shall comply with the requirements of Section 18.06 entitled "VEHICLE PARKING AND LOADING REQUIREMENTS" of the Anaheim Municipal Code."

Amend subsection .120 of Section 18.78.110 (Off-Street Parking and Loading Requirements) as follows (page 7-29):

".120 Parking Space and Access Design. Layout and design of parking areas and vehicle accessways in the Hotel District (except for parking for theme park and retail entertainment uses), District A and **the C-R and Pointe*Anaheim Overlays** only shall comply with the requirements of Section 18.06.040 entitled "PARKING SPACE AND ACCESS DESIGN" of the Anaheim Municipal Code, and Engineering Standard Detail No. 602-E entitled "Minimum Off-Street Parking Dimensions," and Engineering Standard Detail No. 604 entitled "Parking Dimensions for Structures," except as follows:"

Add a new subsection .150 to Section 18.78.110 (Off-Street Parking and Loading Requirements) as follows (page 7-29):

".150 Pointe*Anaheim Overlay Parking Space and Access Design. Driveways, access points and minimum distance between driveways for the Pointe*Anaheim project shall comply with Exhibit 5.8.3f.1 (Pointe*Anaheim Ground Level Concept Plan), provided that the final design and locations of the driveways shall be subject to the approval of the City of Anaheim Public Works Director."

Amend subsection .0201 of Section 18.78.130.020 (Signs) as follows (page 7-35):

".0201 Application. Sign standards and regulations contained within this Section shall apply to all Districts and the C-R **and Pointe*Anaheim Overlays** within the Specific Plan area, except that for theme park or retail entertainment center uses developed in the Theme Park and Hotel Districts, the sign standards contained in this Section and other sign regulations contained within the Anaheim Municipal Code shall only apply to signs within the required setback adjacent to perimeter streets, excluding West Street/Disneyland Drive. In the Theme Park and Hotel Districts, wall signs for theme parks and retail entertainment center uses adjacent to the required setback along perimeter streets, excluding West Street/Disneyland Drive, shall be internally oriented."

Amend subsection .0506 of Section 18.78.130.050 (Future Establishment Signs) as follows (page 7-39):

".0506 Time Limit. For development in conformance with the Theme Park, Hotel, Parking and Future Expansion Districts, five (5) years from date of construction or erection, and for development in conformance with District A or the C-R **or Pointe*Anaheim Overlays**, one (1) year from date of construction or erection unless prior to expiration, approved by the Planning Director for an additional period not to exceed one (1) year."

Conditional Use Permit provisions for signage need to be added to Section 18.78.130.060.062(e) as follows:

"(e) In the Pointe*Anaheim Overlay, nationally-recognized icon/themed signage associated with nationally-recognized corporate identities shall be permitted subject to the approval of a conditional use permit provided that the signage shall be associated with a use approval for the Pointe*Anaheim Lifestyle Retail and Entertainment Center pursuant to Section 18.78.105 (POINTE*ANAHEIM OVERLAY) and further provided that the size, location, height (not to exceed the maximum permitted height of structures as indicated on Exhibit 1 of the Specific Plan document entitled "Maximum Permitted Structural Height), and design of the signage shall be determined by the conditional use permit."

SECTION 8.0 ZONING EXPLANATION

Amend Section 8.0 Zoning Explanation by adding the following (page 19):

8.7.4 Amendment No. 4

Amendment No. 4 to The Disneyland Resort Specific Plan No. 92-1 adds the Pointe*Anaheim Overlay to a 10.2 acre portion of the Parking District/East Parking Area and an 18.9 acre portion of District A. The intent of this overlay is to allow for a proposed 29.1 acre Lifestyle Retail and Entertainment Complex, to be developed in one phase as a single integrated development. The Specific Plan Amendment includes the following:

- ▶ ***Establishment of the Pointe*Anaheim Overlay which permits the development of the Pointe*Anaheim project as an alternative to the property developing in compliance with the Parking District/East Parking Area and District A requirements.***
- ▶ ***Provision of a Phasing Plan which provides for the Pointe*Anaheim project to be completed by the end of the year 2001.***
- ▶ ***Incorporation of the Pointe*Anaheim Concept Plan into the Specific Plan Design Plan (Exhibit 5.8.3f-1 through Exhibit 5.8.3f-4).***
- ▶ ***Modification of Section 10 (General Plan Amendment) of the Specific Plan document to add a description of General Plan Amendment No. 359 language pertinent to Pointe*Anaheim.***
- ▶ ***Establishment of Zoning and Development Standards for the Pointe*Anaheim Overlay.***
- ▶ ***Provision for one median break on Freedman Way between Disney Way and Katella Avenue, and one median break on Disney Way between Harbor Boulevard and Freedman Way.***

Section 10.0: General Plan Amendment

Amend Section 10.1 Introduction (Page 1) by adding the following paragraph as the second to last paragraph of the section, as follows:

General Plan Amendment No. 359, which was adopted by City Council on _____ prior to the _____ adoption of The Disneyland Resort Specific Plan Amendment No. 4, amended the General Plan Land Use Element text to reflect the creation of the Pointe*Anaheim Overlay which allows the development of the Pointe*Anaheim Lifestyle Retail and Entertainment Complex.

Amend Section 10.2 Land Use Element, Commercial Recreation (page 7) by adding a new paragraph to describe the Pointe*Anaheim Overlay:

Commercial Recreation

Commercial Recreation--The Commercial-Recreation category was adopted by the City in the 1960's to encourage commercial-recreation land uses primarily in the Anaheim Convention Center/Disneyland area currently referred to as the approximate 1,046-acre Anaheim Resort, and in the area around the Anaheim Stadium. For the Anaheim Resort, the Commerical-Recreation category is implemented by the Anaheim Resort Specific Plan, The Disneyland Resort Specific Plan and the Hotel Circle Specific Plan. For the area around the Anaheim Stadium, this category is implemented by the PR (Public Recreation) Zone.

The Anaheim Resort Specific Plan provides for the development of approximately 549.5 acres within two land use Districts and a Mobilehome Park Overlay: the C-R (Commercial Recreation) District which allows for hotel, motels, convention and conference facilities as well as restaurants, retail shops and entertainment facilities; the PR (Public Recreation) District which encompasses the Anaheim Convention Center and associated parking facilities and provides for the orderly use of City-owned property as well as the existing Anaheim Hilton Hotel; and, the Mobilehome Park (MHP) Overlay which encompasses existing mobilehome parks within the C-R District and provides development standards for mobilehome parks and regulations and procedures to mitigate relocation concerns and adverse effects of displacement upon mobilehome owners when a park is converted to another land use. The Anaheim Resort Specific Plan also identifies maximum development density designations in the C-R District. These designations are based upon hotel/motel development and allow up to 20% of each hotel/motel project gross square footage, excluding parking facilities, to be developed with integrated (i.e., included within the main hotel/motel complex) accessory uses. These accessory uses will reduce the otherwise maximum permitted hotel/motel density at the rate of one hotel/motel room per six hundred (600) gross square feet of accessory use. For properties proposed to be developed with permitted and conditionally permitted uses other than hotels/motels with accessory uses, the traffic generation characteristics of said uses shall not exceed those associated with the otherwise permitted hotel/motel (including accessory uses) density as determined by the City Traffic and Transportation Manager prior to Final Site Plan review and approval. The density designations are as follows: "Low Density," which has a maximum density of up to 50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; "Low-Medium Density," up to 75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; "Medium Density," up to 100 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; and, "Convention Center (CC) Medium Density," up to 125 rooms per gross acre with trip generation characteristics mitigated to the equivalent of 100 rooms per gross acre, or 75 rooms per lot or parcel whichever is greater. For those parcels that are developed with hotel/motel rooms which exceed the maximum density designation, the number of rooms existing on the date of adoption of the Anaheim Resort Specific Plan Ordinance may be rebuilt or modified at their existing density.

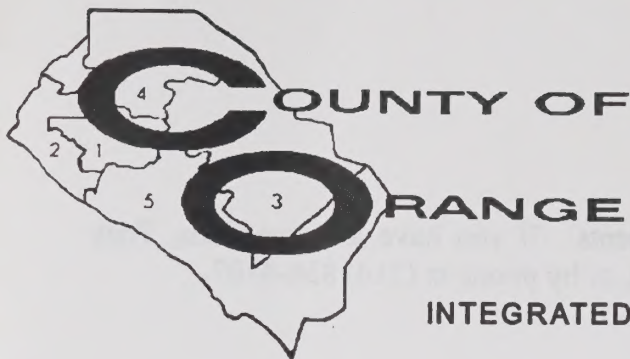
The Disneyland Resort Specific Plan provides for the development of an approximate 489.7-acre international multi-day vacation destination resort including ongoing modifications to the Disneyland theme park, the development of a new theme park, additional hotels and entertainment areas, administrative office facilities, new public and private parking facilities, and an internal transportation system. This development is within five planning Districts (Theme Park, Hotel, Parking, Future Expansion and District A) and a C-R Overlay which allows development within the Overlay to either be consistent with the underlying Resort District or subject to the same land uses as in the Anaheim Resort Specific Plan No. 92-2 Zone. The Disneyland Resort Specific Plan also identifies maximum development density designations for hotel/motel development in the Hotel District (up to 5,600 hotel rooms for the entire District with up to 1,000 hotel rooms transferable to the Theme Park District), in District A (the maximum number of units permitted would be 75 hotel/motel rooms per gross acre or 75 hotel/motel rooms per parcel existing on June 29, 1993, whichever is greater) and the C-R Overlay (the maximum number of units permitted on a parcel would be the following: 1) for parcels designated Low Density - up to 50 hotel rooms

per gross acre or 75 rooms, whichever is greater; and 2) for parcels designated Medium Density - up to 75 hotel rooms per gross acre or 75 rooms, whichever is greater; provided that for those parcels that are developed with hotel/motel rooms which exceed the maximum density designation, the number of rooms existing on the date of adoption of The Disneyland Resort Specific Plan Ordinance may be rebuilt or modified at their existing density.) It should be noted that accessory uses may be developed as well as other visitor-serving commercial/retail and restaurant uses along with these hotel/motel uses."

"The Disneyland Resort Specific Plan also provides for the development of the Pointe*Anaheim Overlay subject to the approval of a Conditional Use Permit at the following density: up to 565,000 gross square feet of restaurant/dining/entertainment uses, two to three hotels comprising a maximum of 1,050 hotel rooms/suites with a maximum of 86,985 square feet of related accessory retail uses, a multiplex theater including either 4,600 seats for live performances or 4,757 seats for movies, a parking structure with approximately 4,453 parking spaces, an approximate 141,200-square foot open-air family entertainment center on the top floor of the parking structure, and a bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim Overlay encompasses District A and the portion of the Parking District (East Parking Area)/C-R Overlay south of Disney Way."

APPENDIX L

SOLID WASTE WILL-SERVE LETTER



INTEGRATED WASTE MANAGEMENT DEPARTMENT

320 N. Flower Street, Suite 400
Santa Ana, California, 92703
(714) 834-4000
FAX (714) 834-4001

December 3, 1998

Joan Kelly
Bonterra Consulting
151 Kalmus Drive, Suite E-200
Costa Mesa CA 92626

Dear Ms. Kelly:

**Subject: Request for Comments—Proposed Changes to Disneyland Resort Specific Plan
No. 92-1**

IWMD has the following comments on the subject project:

The California Integrated Waste Management Board requires that all counties have an approved Countywide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for at least fifteen years, or identify additional available capacity outside of the county's jurisdiction. Orange County's CIWMP, approved in 1996, contains future solid waste disposal demand based on the County population projections previously adopted by the Board of Supervisors. IWMD's database shows that the Orange County landfill system has capacity in excess of thirty (30) years. This is well above the fifteen-year threshold established by the California Integrated Waste Management Board.

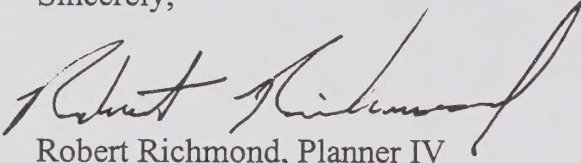
The County of Orange owns and operates three active landfills. The Frank R. Bowerman Landfill is the closest facility to the project, and will likely be the solid waste facility receiving the waste. Notwithstanding, the City of Anaheim is under contract to IWMD to commit all of its waste to the County landfill system (not to a particular facility) until the year 2007. At the same time, the landfill system is accepting additional waste from outside Orange County. Under these circumstances, it has been agreed that should the cumulative effect of development cause the daily tonnage ceiling of a particular facility to be exceeded, the waste being imported to that facility will be reduced by a corresponding amount. Consequently, it may be assumed that adequate capacity for the subject project is available for the foreseeable future.

Notwithstanding the availability of capacity in the County system, the State of California requires that by the year 2000, each city and county reduce by at least 50% the amount of waste going into landfills that each city or county had landfill-disposed in the year 1990. Waste haulers are expected to fulfill that mandate by recycling residential and commercial waste collected. Project developers are also expected to reduce the amount of construction-generated waste by the same amount.

Joan Kelly, Bonterra
December 3, 1998
Page 2

Thank you for the opportunity to incorporate our comments. If you have any questions, Tony Deconinck can be reached at tonyd@iwmd.co.orange.ca.us, or by phone at (714) 834-4107.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Richmond". The signature is fluid and cursive, with a large, sweeping "R" and a long, horizontal stroke extending to the right.

Robert Richmond, Planner IV
Regulatory Compliance

cc: Tony Deconinck

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